

EDITORIAL JOURNAL BOX

No - not an editorial, but Editor's ramblings.

While browsing round my local hobby shop I have come across many of the excellently produced HO kits now available. As I also dabble in N scale, it is a disappointment to me, not to be able to get some of them in N.

However, talking to the local (Melbourne) producer of injection moulded N scale kits, it appears that his kits are not selling as quickly as he hoped, and hence the time between kits is a little longer than he would like. It appears to me to be all a matter of financial liquidity. Injection moulding dies are still reasonably expensive in this part of the world at least, and, I guess, that like everything else, one needs money to make money - or perhaps I am still behind the times?

Being behind the times is nothing new to me - at least that appears to be the opinion of some. Perhaps I am too conservative - having been brought up through the depression of the 30s, and lived through the recession of the 50s, I have learned to be careful of what I have, and to hasten slowly where the purse strings are concerned. Particularly if it may involve going into debt.

Talking of debts - I am indebted to the many contributors to our Journal, and to the Sub-Editors, for making my work load ease off a little. I can actually find a bit of time to do some modelling again - even if it is just assembling the many HO kits that I have acquired over the last 15 years or so.

Rex Little
Editor

ON THE COVER

'PUFFING BILLY'

At Menzies Creek, 4 July 1971

VOLUME 32

1,2/1983
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THE SECRETARY'S DESK



From the nominations received prior to the AGM for the Federal Committee for 1983, the following members took office at the AGM on Friday 12 November 1982:

Keith Wilcox	President
Roy Cornish	Vice-President
Norm Read	Secretary
Ken Edwards	Treasurer
Darryl Musgrove	Registrar
John McBeth	Committeeman
Col Steele	Committeeman

As you see, there was only one change, Pat Cox withdrew, due to moving to Lithgow, some 134 km from Sydney, and Roy Cornish nominated for another term.

The membership up to 12/11/82 is as follows:

	SENIOR	STUDENTS	FAMILY	TOTAL
NSW				
Renew	210	10	16	248
New	8	2	2	
VICTORIA				
Renew	189	9	4	210
New	5	-	3	
QUEENSLAND				
Renew	49	-	4	56
New	3	-	-	
WA				
Renew	83	4	7	103
New	6	-	3	
SA & NT				
Renew	4	-	-	4
TASMANIA				
Renew	2	-	-	2
ACT				
Renew	5	-	-	5
OVERSEAS				
Renew	8	-	-	8
TOTAL	572	25	39	636

As we did not send out reminders this year, but this was given in Journal No 151, there are more late payers than normal.

The COM has decided to make the November/December issue of Journal the first issue for the year and the September/October issue will be the last one received, if renewals have not been received by the end of October. A reminder to that effect will be placed in the September/October issue.

Our congratulations to Steve Malone of the Queensland Branch, Alan Porter of the WA Branch and Stuart Westerman of the Victorian Branch for being awarded the Meritorious Award for 1982; also, the COM awarded Honorary Life Membership to Mal Baker of the Victorian Branch. Mal had been an active member on the Federal Committee and the Victorian Branch, but these days, apart from his normal business, is involved in organising rail tours.

Some may wonder why some one who is no longer active in Association affairs can receive an award. This comes about from the fact that in the earlier days of AMRA there was only one award made per year; however, as four active State Branches developed, it was realised that this had to change, as otherwise the backlog of nominations would create problems. Hence the present system of each State having a choice of nominating an outstanding member for a Meritorious Award. The COM also having an option.

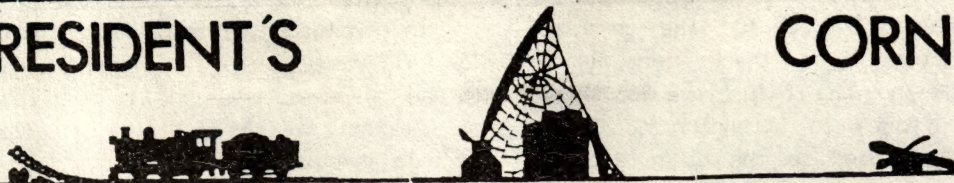
The COM has quite a number of suggestions on the 'plate' at present, all of which need careful consideration, more of which you shall hear about when decisions are made.

There is no doubt that 1983 will be a difficult year for the whole country, but it is hoped that our members will be able to ride out the recession and maintain their interest in the hobby at a time when there has never been such a range of equipment available, enticing the spare dollars.

Norm Read

PRESIDENT'S

CORNER



PRESIDENT'S ANNUAL REPORT

"What does AMRA have to offer me?" We have heard these words so often that they can be likened to a hit parade record. In answer to this question, I feel that this report will show one and all what AMRA is currently offering and what is planned for the foreseeable future.

Members residing in the metropolitan areas of four of our major cities are offered the facilities of clubrooms, are clinics, modelling sessions, etc, are conducted to assist all to learn every possible aspect of the hobby. It will also be found that there are members in attendance who are prepared to assist with problems that may arise. Do not be afraid to ask for help as failure to do so can cause disenchantment with this fine hobby. Country members need only write to the Federal Secretary outlining their problems, and he in turn will ensure that the solution in writing is forwarded as quickly as is possible.

While we are known as the 'AUSTRALIAN MODEL RAILWAY ASSOCIATION', members model in several prototypes and assistance is given wherever possible. Regretably, like any kindred organisation, we cannot guarantee 100% coverage. It goes without saying that we have our critics who say they received nothing from AMRA. The question arises - what did they want? Were they prepared to ask for assistance, etc, or were they waiting for someone to ask if they could help?

There is every indication that 'Journal' is now back on the rails, and it is confidently expected that distribution will be the first week of the odd month. This has been made possible by Victorian Branch expending their funds on printing and allied equipment, and with the voluntary efforts of branch members.

The appointment of Gordon Duncan as Managing Editor is ensuring that all facets of preparation of Journal are strictly on time, and the appointment of State Sub-Editors will help to ease the load on the Editor and hopefully ensure a regular flow of articles, etc, in the not too distant future. Gordon is hopeful of bringing back "BUYER'S GUIDE" or something along similar lines, as well as introducing new facets of interest to the members. May we wish you every success in your ventures.

As reported in the balance sheet, the finances of the Association are now in a much healthier state, and, unlike similar organisations, unless faced with a dramatic increase in costs, our fees should remain static.

Members will be receiving index sheets for the AMRA data sheets shortly. As the information for these sheets is received, it will be checked thoroughly to ensure that all items are accurate as is possible. Should revision be necessary, updated sheets will be forwarded to all current financial members. It is to be hoped that this project will receive the support it deserves, particularly from the members who have the expertise in the various sections. Only by sharing our knowledge can we enhance the interest in our universal hobby, and it is planned for the first issue to be made during the current financial year.

Despite the troubled times we are experiencing, it is pleasing to be able to report that membership has not dropped, and it is to be hoped that this trend will continue.

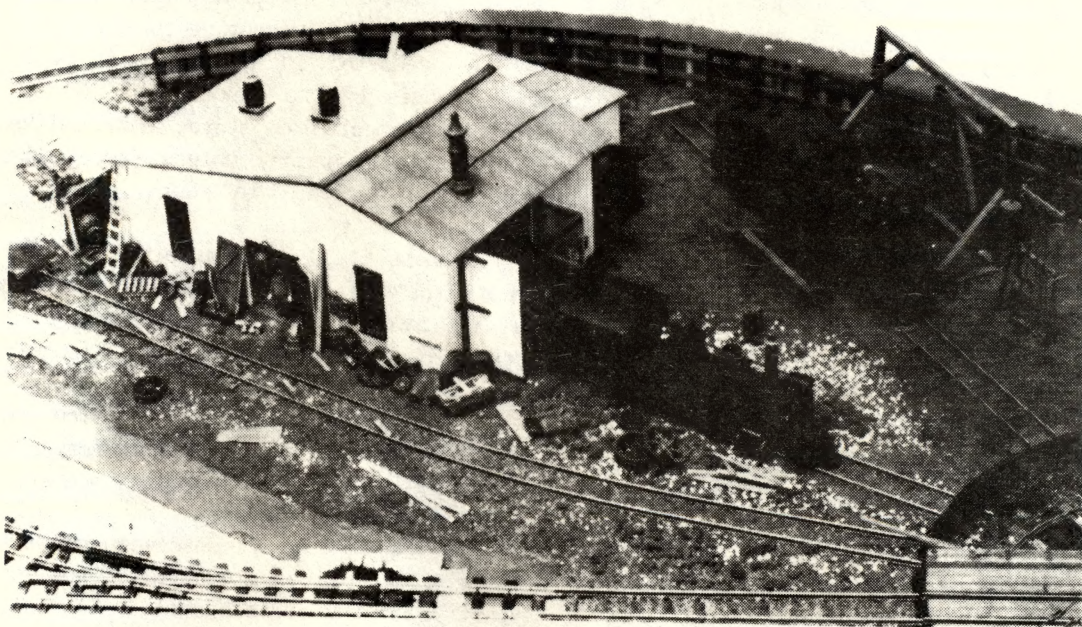
Early in the new year, members will be asked to consider Federal Constitution amendments which have been legally recommended, and it is hoped that members will use their right to vote.

Once again, I would like to take this opportunity to thank Norm Read, Ken Edwards and Darryl Musgrove for their untiring efforts in attending to their allotted tasks and to the other elected committee members for their loyalty.

In conclusion, I would like to thank all AMRA members for the support given me and my committee, and to NSW Branch for making their clubrooms available for this Annual General Meeting.

Keith J Wilcox

THE KINGFIELD ENGINE SHED DIORAMA



As a result of an increase in interest in HO $\frac{1}{2}$, a narrow gauge group was recently formed in Croydon (Victoria), with one of its aims being to construct a narrow gauge display layout to a standard that would knock the spots off the opposition.

The 15 odd members got to work and have started this project. The group is constructing the four corners with individual members building their own modules.

This diorama will be part of the module that Tony Walsham has under con-

struction. It depicts a rather small engine shed that is part of a narrow gauge rail terminus somewhere on a mythical American 2'6" gauge railroad.

The shed was scratchbuilt and painted board by board from Fine Scale Miniatures plans. Detail items are white metal castings from FSM. They were hand painted using Floquil paints. The roof is removable to show detailed interior. (Grasp roof either side of peak and lift carefully.) Building is lit by a circuit built into the roof and walls.

Freelance designs were used for the scratchbuilt ashpit and cleanout rack.

Sandy River prototypes provided the inspiration for the turntable which was also scratchbuilt. The pit details came from the scrap box. The mechanism is home built with indexing by eye.

No 22 (the 2-8-2 locomotive) was scratchbuilt over a Rivarossi 'N' scale mechanism and is featured in the September 1982 issue of the Narrow Gauge and Short Line Gazette.

The T model work speeder started out as a Campbells truck and was modified using Durango Press wheels.

All track is Peco 009. The fence was made board by board. Figures are Weston by Campbells.

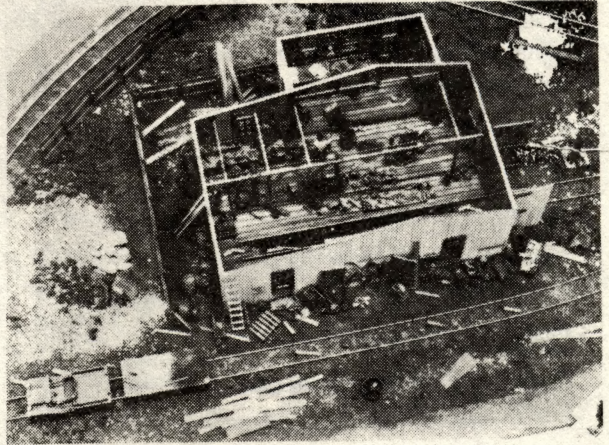
Ground cover is mostly Woodland Scenics with some 'N' ballast and Kitty Litter. The raw edges will be blended into the rest of the module.

Other buildings that will be used on the complete scene include - a covered

station, sandhouse, coaling facility, tool shed, creamery, oil depot, service station, water tower, junk yard and one or two houses.

The overall group layout will be 16' x 19', and will be displayed for the first time next year at the AMRA Victorian Branch Exhibition at Camberwell Civic Centre.

Diorama and all models constructed by Tony Walsham.



AMRA

MERITORIOUS AWARDS

UP TO 1983

Ivor Bunker	Dot Treseder
Bob Gorrell	Tony Grey
Alan Dowel	Jim Christie
Stephen Suggitt	Jack Parker
Rex Little	Rup Ackland
Jack Treseder	Bill Morehouse
Mal Baker	George Bray
John Sneddon	Arthur Hayes
John Dunn	Simon Mead
Graham Larmour	John Harry
Ken Down	Harold Warren
David Ellis	Cec Wall
Arthur Robinson	Jack Eagles
Bruce Lovett	Ted Thoday
Eric Doherty	Audrey Cornish
June Larmour	Ray Brownbill
Fyfe Thorpe	Steve Malone
Eric Lyon	Alan Porter
John Skilton	Stuart Westerman
Keith Robinson	

AMRA

HON. LIFE MEMBERS

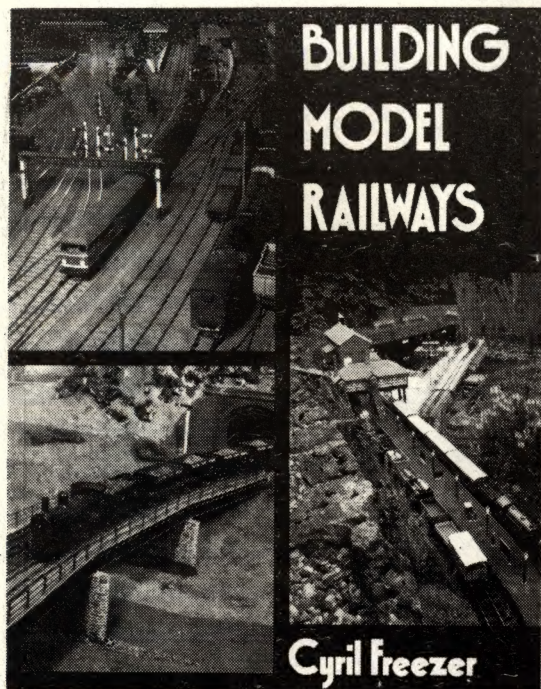
UP TO 1983

Tim Dunlop	Ernie Dean
Margaret Dunlop	Norm Read
Alan Wilson	Rex Little
Rick Richardson	Maurie McKinnon
Arthur Harrold	June Dunn
Jack Treseder	Stuart Westerman
Cedric Rolfe	Bob Gorrell
Faith Dean	Mal Baker

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BOOK REVIEW



This is a new book by a writer well known to readers of English model railway magazines and the author of several of the Peco Publications.

It measures 9-5/8" x 7-3/16" (250 mm x 183 mm for you metricated folk), contains 122 pages, divided into 15 sections, 146 photographs and 71 line drawings, soft cover and good quality paper.

Released in the UK on 25 October 1982 by Argus Books Ltd, at a price of £4.95, which means that if and when it reaches the Australian market, the price will be in the \$10 vicinity, which may seem high, but, in the writer's opinion, the book deserves a place on every modellers' bookshelf and the purchaser will get good value for his or her money.

As it is reasonable to expect, the tools, materials and kits discussed are those available on the English market and British prototype motive power, rolling stock and scenery are featured, but counterparts and in many cases, the actual items, are available from Australian hobby shops, tool shops and timber merchants.

Basic requirements and methods are

similar regardless of scale, gauge, prototype or locality and Mr Freezer's coverage of these requirements is both excellent and adequate.

The style of writing is free-flowing, easy to understand, has a touch of humour here and there and Mr Freezer discusses, suggests and advises with the confidence born of experience.

The section on track laying is excellent and if the advice offered is followed, a good job will surely result. 'Landscape and Terrain' and 'Bridges and Tunnels' rank with the best that the writer has read elsewhere and provide a number of hints and tips he hasn't seen elsewhere.

Building kits of cardstock and plastic are discussed and a number of excellent photographs and line drawings supplement the text referring to scratchbuilding.

Locomotives and rolling stock, points and signals are covered somewhat briefly, but a number of useful hints are included, as is a very neat (and easily made) signal operating solenoid.

'Wiring the Layout' emphasises many pitfalls to be avoided by the over-enthusiastic modeller and provides sensible information which does not require the reader to be a fully qualified electronic engineer before he can understand it.

Practically every word in the section 'Painting' is one of wisdom and if one adds 'Floquil' and 'Polly-S' to the list of paints, the section provides a concise guide to a good paint job.

'Garden Railways' would be of interest to those who prefer to work in 'the great outdoors' and the information provided would, in most cases, be quite pertinent to construction in this country.

Three other sections, 'Platforms and People', 'Lighting' and 'The Next Stages', all contain interesting and useful information and round off a well-balanced publication.

In all, an excellent book and one from which even the experienced modeller can learn.

Gordon Duncan

NEW BOOK

Coming on to the scene around May 1983 will be a new railway magazine called the 'AUSTRALIAN RAILWAY PHOTOGRAPHER'. This magazine will be along the lines of Ian Allan's (UK) produced 'MODERN RAILWAY' pictorial and it is hoped that it will run to some 40 pages, 10" x 8" and contain about 60 black and white photographs, some full page.

'AUSTRALIAN RAILWAY PHOTOGRAPHER' will feature 99% modern image railways, with a 'look-back' occasionally to earlier

diesel and electric traction and a regular Society/Tourist photograph.

It is hoped that four issues per year will be published at a recommended retail price of about \$2.30.

For further information, and to reserve a copy of the first issue, write to -

Peter Mackenzie
Photorail Publications
PO Box 4
MONBRAY Tas 7250

Bob Mawson

NOTES FROM THE MANAGING EDITOR

My optimism with regard to the second effort at 'DIY' printing was unfortunately not justified, as the result was worse and not better - particularly as regards the reproduction of the photographs, or most of them. For this, we can only apologise, particularly to the Queensland folk, who sent most of them.

"Murphy's Law", as usual, prevailed; we were running a bit late, partly due to the Editor also being a bit late in getting the last of the copy to the typist (sorry Rex, but you were, you know), we had a mail deadline for bulk postage to meet, and, of course, the printing machine threw a few new tantrums at the psychological moment. Even though some last minute experiments improved things a little, there was not time for a complete rerun.

Considerable 'flack' is expected - in fact, some has been received already from Victorian Branch members - but we stand 'bloody but unbowed' - after all, it WAS only the second attempt by a bunch of beginners.

I shudder to think what Paul Kehoe of WA will have to say when next he writes but I take this opportunity of saying that I feel that the majority of his remarks in his two letters published in Journal 151 were both unjustified and bordering on the offensive. The comments, and particularly his use of

the term 'appalling', if not treated with the scorn they deserve, would certainly tend to damp the enthusiasm of the small group of people who have given much time and effort to produce the last two Journals, starting from scratch.

I feel that, perhaps, too much emphasis has been placed on the 'New Look' theme and that, consequently, too many people are expecting too much too soon.

Rome was not built in a day and the Journal is not going to change completely overnight. Major changes have to be approved by the Federal COM and they, in their wisdom, naturally desire that any changes should be beneficial to the membership in general and in accordance with the wishes of the majority of members who can be persuaded to give an opinion.

It would be of considerable assistance to those responsible for implementing changes if ALL members would be forthcoming with their ideas - quite a lot have been aired, but not nearly enough to get an overall picture - Queensland, NSW and Victorian members please note!

In fact, more members' views on everything are required - if Journal is to be a communication medium, let's communicate - sensibly - and stop this paltry bickering about who gets credit for what before it develops into a whole-sale slanging match.

Gordon Duncan

Metric Alternatives to Wire and Letter Drills

These alternatives are presented to assist members if metric sized drills have to be purchased in lieu of wire and letter sizes.

Imperial sizes are still available, but may not be readily obtainable, except through specialist sources.

When shopping for replacements personally, it is recommended that a prior note be taken of the metric size, approximating the wire or letter size, as it has been found that all outlets do not have conversion charts.

Although the minor variations in size will not affect most applications, care should be taken where close tolerances are required and attention paid to the use of proper lubricants when tapping, particularly when using very small taps (12, 14, 16 BA, etc).

Drill Gauge or Letter Size	Decimal Equiv. Inches	Recommended Alternative Sizes	
		mm	Decimal Equiv. Inches
80	.0135	0.35	.0138
79	.0145	0.38	.0150
78	.0160	0.40	.0157
77	.0180	0.45	.0177
76	.0200	0.50	.0197
75	.0210	0.52	.0205
74	.0225	0.58	.0228
73	.0240	0.60	.0236
72	.0250	0.65	.0256
71	.0260	0.65	.0256
70	.0280	0.70	.0276
69	.0292	0.75	.0295
68	.0310	0.80	.0315
67	.0320	0.80	.0315
66	.0330	0.85	.0335
65	.0350	0.90	.0354
64	.0360	0.90	.0354
63	.0370	0.95	.0374
62	.0380	0.95	.0374
61	.0390	1.00	.0394
60	.0400	1.00	.0394
59	.0410	1.05	.0413
58	.0420	1.05	.0413
57	.0430	1.10	.0433
56	.0465	1.20	.0472
55	.0520	1.30	.0512
54	.0550	1.40	.0551
53	.0595	1.50	.0591
52	.0635	1.60	.0630
51	.0670	1.70	.0669
50	.0700	1.80	.0709
49	.0730	1.85	.0728
48	.0760	1.95	.0768
47	.0785	2.00	.0787
46	.0810	2.05	.0807
45	.0820	2.10	.0827

DID YOU KNOW?

by Gordon Duncan

That if you use one of the small spring-loaded heat-sinks clipped onto the rail on each side of the spot where you want to attach your 'dropper' wire you will get a better job and won't melt the sleepers or chairs? Get them from Tandy's or Dick Smith Electronics.

That practically the only way to clean your needle files is get a piece of flat brass bar about $\frac{1}{4}$ " - $\frac{3}{8}$ " wide by say $\frac{1}{8}$ " thick, file a long chisel-like bevel on one end to a sharp edge and push it across the file like a scraper? The sharp edge will get little grooves in it, cut by the file teeth, and actually push the clogging particles out. You have to keep on sharpening it, of course, but that's cheaper than files and clean files cut better!!

Drill Gauge or Letter Size	Recommended Alternative Sizes		
	Decimal Equiv. Inches	mm	Decimal Equiv. Inches
44	.0860	2.20	.0866
43	.0890	2.25	.0886
42	.0935	2.35	.0925
41	.0960	2.45	.0965
40	.0980	2.50	.0984
39	.0995	2.55	.1004
38	.1015	2.60	.1024
37	.1040	2.65	.1043
36	.1065	2.70	.1063
35	.1100	2.80	.1102
34	.1110	2.80	.1102
33	.1130	2.85	.1122
32	.1160	2.95	.1161
31	.1200	3.00	.1181
30	.1285	3.30	.1299
29	.1360	3.50	.1378
28	.1405	3.50	.1378
27	.1440	3.70	.1457
26	.1470	3.70	.1457
25	.1495	3.80	.1496
24	.1520	3.90	.1535
23	.1540	3.90	.1535
22	.1570	4.00	.1575
21	.1590	4.00	.1575
20	.1610	4.10	.1614
19	.1660	4.20	.1654
18	.1695	4.30	.1693
17	.1730	4.40	.1732
16	.1770	4.50	.1772
15	.1800	4.60	.1811
14	.1820	4.60	.1811
13	.1850	4.70	.1850
12	.1890	4.80	.1890
11	.1910	4.90	.1929
10	.1935	4.90	.1929
9	.1960	5.00	.1968

Drill Gauge or Letter Size	Recommended Alternative Sizes		
	Decimal Equiv. Inches	mm	Decimal Equiv. Inches
8	.1990	5.10	.2008
7	.2010	5.10	.2008
6	.2040	5.20	.2047
5	.2055	5.20	.2047
4	.2090	5.30	.2087
3	.2130	5.40	.2126
2	.2210	5.60	.2205
1	.2280	5.80	.2283
A	.2340	5.90	.2323
B	.2380	6.00	.2362
C	.2420	6.10	.2402
D	.2460	6.20	.2441
E	.2500	6.30	.2480
F	.2570	6.50	.2559
G	.2610	6.60	.2598
H	.2660	6.70	.2638
I	.2720	6.90	.2717
J	.2770	7.00	.2756
K	.2810	7.10	.2795
L	.2900	7.30	.2874
M	.2950	7.50	.2953
N	.3020	7.60	.2992
O	.3160	8.00	.3150
P	.3230	8.20	.3228
Q	.3320	8.40	.3307
R	.3390	8.60	.3386
S	.3480	8.80	.3465
T	.3580	9.00	.3543
U	.3680	9.20	.3622
V	.3770	9.50	.3740
W	.3860	9.80	.3858
X	.3970	10.00	.3937
Y	.4040	10.20	.4016
Z	.4130	10.50	.4134

OILS AIN'T JUST OILS!

by Peter Sanderson

Living by the sea isn't all it's cracked up to be, especially if you dabble in model railways. My first layout in Ballina was using mainly Fleischmann equipment with steel track. Needless to say, track rust was a big problem.

I tried to keep the trains on time by cleaning the track with emery paper which was a short term palliative (usually less than 12 hours). So, what next? I tried de-watering sprays, oil, grease, you name it. When a piece of track ended up with the top completely abraded away, I replaced it with Fleischmann brass track which did not rust, but got a greasy coating when not in use and pitted from arcing when in use. This was only a slight improvement.

I persevered for some years, then I discovered Peco nickel silver track, shiny and clean and non-rusting - Halle-lujah - salvation - but not for long. It went the way of the other tracks, slower to be sure, but completely unusable after a week of not being used. Out came all the oils, sprays, paper and thinners again. I was accused of trying to make code 75 track out of code 100 by gradually sanding it away and was jolted when moving house and rebuilding the layout with new Peco track and had a large difference in rail height between old and new track.

Another kind modeller complimented me on the realistic colour of the sides of the rails and commented that 'it must have taken a long time to paint all that track'.

In April 1982, AMRM news reported in a quarter column article on the use of WAHL Hair Clipper Oil. It was an optimistic article so I took note, sceptically, as I had tried different oils with no result. A few inquiries to other modellers came up with some cautious experiments, so in I went.

Visits to every Barber-Hairdresser-Salon in Lismore and Ballina got me 'Oils is just Oils' from one Barber and 'do you think oils ain't oils?' from another. Then I found a barber that used WAHL oil and no he didn't have a spare tin, but come back next week and next week and next week. In the meantime I rang 'El Presidente' Cec (Queensland Branch) to see if he could locate a supply, which he did. While in Brisbane for the May AMRA show, I bought three tins. Some cautious experiments show a marked improvement in running, the track seemed to stay clean, it didn't rust, corrode or pit - the locos seemed to run through the oil with improved performance and all this with no loss of traction. I was convinced.

I cleaned the track completely with fine emery paper and then ran a train of 20.5 wheel wagons, dabbing oil with my two fingers on the tracks in front of the train.

Since then, I have given the track an occasional wipe with a cloth, given it an occasional full clean with emery and weekly oiling. The rails now stay shiny and the only problem now is dust. The corrosion has ceased totally. After long inactivity, I just wipe off the dust and away I go.

My QR HO 3'6" layout is still under construction and after cleaning the track and WAHL oiling it, it is still clean and bright after three months' non-use.

In short, it has made the difference between difficult and extensive maintenance and minimum care good running. I use it in all motors and bearings, and if it runs onto the tyres, so what? I don't use any other type of oil and my railway runs much the better for it.

In case this article causes a run on WAHL oil, and creates a shortage, I have taken in a couple of extra tins.

The Godfather was right - 'Oils ain't Oils'!



FOR READERS LETTERS

The Editor
AMRA Journal
Dear Rex

Of the four letters which were printed in 'Pop Valve' in the last issue of Journal, touching on the subject of the new method of producing Journal, one I read with approbation (which was not surprising, seeing that I wrote it). The other three letters I read and reread with mixed feelings - some joy and some sorrow.

Firstly, I would like to acknowledge that Paul Kehoe, Graham Watson or any other member of AMRA is entitled to hold and to express opinions on this or any other subject. At the same time, it is equally the right of any other member to question these expressed opinions, providing that such questioning does not resort to recriminations or 'hair splitting', as this can far too often lead to misunderstandings and bad feelings between members. So let me state here and now that any criticisms which I make in this letter are offered as genuinely constructive criticisms, with absolutely no malice aforethought.

The first of Paul Kehoe's letters I'll not comment on, excepting to say that perhaps he wrote it immediately after discovering that the pet cat had knocked his favourite coach off his layout onto the concrete floor, thus undoing many hours of loving labour.

In his second letter, Paul deals with the subject of renewal notices and membership cards, and suggests ways of saving considerable postage in the handling of these items. I don't agree with 'coupon clipping' on principle, as it disfigures the publication concerned, but the main objection in this instance is that advertisers have rights too. Imagine the reaction of an advertiser when discovering that his advertisement was destined to be 'clipped'.

Who could blame him if he took it 'brass' elsewhere? However, Paul's idea could be used by having a renewal application form in the manner of a loose supplementary sheet included with Journal. Such sheets need only be completed and returned with the renewal fee to the person nominated to collect such fees.

Actual membership cards should only be issued by the person receiving the renewal subscriptions and the issuing of such cards should be the sole responsibility of this person. Any scheme which shares this responsibility, in my opinion, can too easily lead to confusion. On the other hand, should it be agreed that each member accompany his renewal form with a STAMPED SELF-ADDRESSED ENVELOPE, the issuing officer could be saved a lot of paper work and AMRA could be saved a lot of postal charges at small cost to each member - so Paul's research, coupled with his suggestions, could well save the Association several hundreds of dollars yearly.

Just one more item raised in Paul's letter - 'gurus of the east'. Admittedly there have been 'gurus of the east' for almost three decades, either in Melbourne or Sydney, but if Paul cares to change this situation, might I suggest that, prior to the next general election of a Federal Committee, he collect a gaggle of 'would-be western gurus' and make a takeover bid? I doubt that the reigning 'gurus' would cry any more than a few crocodile tears.

(FOOTNOTE: Being a 'guru' certainly inflates the ego, until one begins to weary of the constant drain on one's time and money. By that time, the job is yours and nobody is keen to relieve you of your 'albatross'. It also tends to curtail the time that one has to run trains - I've been there, mate!)

Graham Watson's letter is more complex, and, therefore, needs a more complex

answer. Perhaps it might be appropriate to go back to the birth of AMRA to get a clearer picture of just what our foundation members had in mind. Even though the Association was started in Melbourne, the intention was that it should become, eventually, a national body. To be able to keep in touch with members, a magazine was needed to serve two purposes:

- 1 To disseminate technical knowledge regarding model railways to all members.
- 2 To record the activities of the Association.

As both country and interstate membership grew, this second function became increasingly important, especially when State Branches were formed. Unfortunately, this function of Journal has not always been given full recognition, especially by State Branch reporters, who should really forward Branch Reports to the Editor for publication, even though they may be 'out of date'. They still, in my opinion, need to be included in Journal as part of the Association's official records.

The 'founding fathers' (peace be on their hoary heads) also gave more than a passing thought to the choice of both a logo and title for their magazine. For a logo they chose A FLANGED WHEEL ON A RAIL, the very thing which sets railways apart from all other modes of transport. For a title, they again went back to basics, choosing a multi-use word, which, in its application to railways, describes a part essential to keep even the most basic piece of rolling stock moving - A JOURNAL. So, you see, both logo and title were not just the result of some idle whim, but were, and still are, really things to be proud of, and, therefore, things not to be lightly discarded for something 'more up to date'.

Apart from sentimental reasons, there are also practical aspects. I seriously doubt that any railway modeller CONTINUED to buy a model railway magazine, just because the magazine had a smart, gimmicky logo or a catchy title. Lastly,

to change either would entail the outlay of a considerable amount of money, so where is the percentage?

While it is appreciated that NMRA has solved certain of their problems associated with their 'Bulletin', it must be remembered that the Bulletin serves a different function to our Journal. Admittedly, NMRA is an older and bigger organisation than ours, but it does not automatically follow that AMRA should blindly follow the lead of NMRA in all things (see letters by Peter Betts and Ivan Laszlo).

As to the physical size of Journal, this could be a technical problem best left to our new Managing Editor. After all, Journal has already survived approximately five changes of size (initially, octavo roneod, then quarto roneod, and at least three different sizes since it has been printed commercially). Perhaps the present size is not IDEAL, but surely size alone will not make or break the magazine - we are not trying to increase circulation with the fickle public.

Agreed, we could have more news from the FEDERAL COMMITTEE, providing that such news concerns decisions taken which affect the members and not just reports on routine matters - Editorials, too, could well be more topical, so why not 'GUEST EDITORIALS'? New columns on a regular basis - great - but who is to write them? Let's not overlook the fact that a lot of our members, including those names put forward by Graham, as writers of new columns, could well have other demands on their leisure time, other than model railways.

To sum up, I agree that any or all of those items mentioned by Graham, could help to make Journal more attractive, but not one of those 'defeats' should deter a member from submitting something for publication, should he or she have a serious desire to do so - I am still convinced that the major problem facing the Editor in his endeavour to produce a successful Journal is - LACK OF SUFFICIENT COPY. The Editor should have

enough copy on hand for three issues at all times to allow him to produce a balanced result at every issue. Our new Managing Editor has a huge task on his hands to introduce improvements to Journal, especially if he is forced to carry out arrangements by correspondence. So let's give him a reasonable time (a year, perhaps?) to allow him to show us what he can achieve.

Let's have change by all means where it can lead to improvements in the running of AMRA or the production of Journal, but, please let's not have change simply for the sake of change.

Maurie McKinnon

The Editor

AMRA Journal

Dear Rex

Referring to Paul Kehoe's two letters in Journal 151, he is to be congratulated on having TWO letters published in the same issue, but on little else.

He complains of 'self-congratulatory drivel' and 'back slapping between the Federal COM and Victorian Branch members', yet nowhere can I find any comment by Victorian Branch members, except for a few words in the Victorian Branch Notes, which are merely informative and certainly NOT 'self-congratulatory'.

He further complains that no credit is given to the person who 'started the ball rolling', but, although Ted Thoday suggested sweeping changes, I cannot recall AMRA doing its own printing being one of them - Roger Lloyd suggested that, followed it through and it is now being done - therefore, any credit directed to him is justified.

Of course, a different size is not what the proposed changes are all about, size was changed to save paper, get approximately the same amount of text on to a page without reduction and engineered to fit existing envelopes.

In view of his ravings anent 'criminal waste of members' money' by posting separate renewal forms and receipt cards, I presume he would have a massive coronary occlusion if it were revealed that some

\$890 worth of envelopes were 'dumped' in order to change to A4 paper size immediately in accordance with the suggestions of the 'Wise Men from the West'.

No one here is 'frightened to change' but experience proves that it is wise to hasten slowly, lest one dig more pitfalls in which to flounder!

We are indebted to Mr Kehoe for his clarification of the difference between Telecom and Australia Post - we DID have some vague idea that his was the case - but surely the Editor may be forgiven one slip without calling down on his unsuspecting head - almost half a column of sarcastic remarks?

Regarding the renewal forms, I agree and have said before, that a form printed in Journal would suffice as well as one sent by post, but a 'receipt', in similar form, would have no practical value as it would have no reference number and anyone who could get hold of a Journal would be able to claim financial membership status, regardless of whether he (or she) was a member or not and/or had or had not 'paid up'.

As to the second method of returning receipts/cards - as a supplement - Mr Kehoe has disregarded the mechanics of the matter - does he suggest that the Federal Registrar send the cards to the Journal Distribution Officer (still postage involved) and give him the unenviable job of ensuring the right cards goes in the right Journal? Or would he suggest that the Journal, in bulk (more postage or other charges involved), be sent to the Registrar and let him insert the supplement? Try THAT on the gentleman concerned?

Once again, Make Haste Slowly!
There must be a better way?

Gordon Duncan

The Editor

AMRA Journal

Dear Rex

Having just received Journal 151, I would like to congratulate the Victorian Branch for showing a bit of initiative in putting their heads down and tails

up and taking over the printing of Journal.

It is little wonder that people in the 'West' are called 'sandgroppers' when they have such a head-in-sand attitude as Paul Kehoe.

As a recent member of the Federal COM (excessive travelling time (2½ hours) forced me to stand down from the 1983 COM), I do know that minutes of each monthly meeting are sent to WA Branch. I suggest Mr Kehoe read these, plus study the Statement of Receipts and Expenditure in Journal 146.

In the three years I was a Committee member, more letters were received from WA with suggestions which involved members carrying these out.

When a reply was sent asking if they were prepared to follow through on these - THE SILENCE WAS DEAFENING! (Graham Watson excepted.)

Also, as with any club or organisation, EVERY member has access to financial statements upon request.

It has been suggested at times that each State Branch has a two-year stint as Federal COM - again deafening silence from the other states.

I would nominate Mr Kehoe as Federal Registrar, then he will find out just what is involved.

Yours sincerely
Patrick Cox

The Editor

AMRA Journal

Dear Rex

What a pity Paul Kehoe cannot find out more about what he is going to write before sending his letters to the Editor.

Firstly, Ted Thoday's letter had nothing to do with any change to the Journal, because Roger Lloyd came to my home one night while I, as Publisher, was preparing the January/February issue for this year - which was long before Ted's letter came along - and the reason for his call was to tell me that he was going to make enquiries about getting our own printing machine, so, Paul, you might as well forget about you chaps

in the West getting any pats on the back.

Secondly, what would you say if we were to tip nearly \$1000 worth of envelopes on the tip, just to alter the size of the Journal? Would that not be a big waste of money? I bet you would scream if you heard about that!

Thirdly, I would like to see Paul get onto any new machine, no matter what, and turn out a perfect article in his first effort or come over here and show us how to print a faultless Journal - don't forget we are only beginners at present.

So, Paul, please give us a fair go, your word 'appalling' comes a bit early in the piece.

And, Mr Kehoe, get the facts before you squeal next time.

Ken Down

K J Wilcox

Federal President

AMRA

23 Clermont Avenue

NORTH STRATHFIELD NSW 2137

G Duncan

Managing Editor

Journal

18 Waratah Avenue

GLENHUNTLY Vic 3183

Gentlemen

This letter is for publication in Journal and to give you some insight into the response that I have received from some members of the Western Australia Branch to Issues 150 and 151 of Journal.

At 1340 on Monday 6 December 1982 the postman delivered my mail, among the items delivered was an envelope, whose outside printing indicated that it contained the AMRA Journal.

My initial reaction on opening the envelope was that I had been sent another copy of Journal No 150. However, closer examination leads me to believe that this is in fact Journal No 151, the second Journal produced by our super deluxe print-

ing team with their new 'U-beaut' equipment.

My next thought was that someone with a perverted sense of humour had sorted out all the mis-printed discards from the print run, put together a Journal and sent it to me for some sort of joke.

That thought was quickly shattered at 1355 when my phone rang with the first of a number of calls that had my phone completely tied up until 1640. Everyone of these calls was from members of the Association. Each member said basically the same thing (I've deleted the expletives and modified the way in which the comments were made - you would not print the language as used, and some, at least, of the comments could be considered slanderous and/or libellous). What follows is an attempt to get across to you the feedback I have personally received from part of the membership and some thoughts of my own. Each person who rang me, and those who passed comments at the Branch meeting on Monday evening (some 40 attended) were asked to put their feelings in writing, just in case you think that this is all 'a figment of my imagination'.

The phone calls followed this basic pattern:

Caller: Have you received the latest Journal?

Me: Yes

Caller: What's the quality like?

Me: Why do you ask?

Caller: Mine is - awful, appalling, atrocious, rubbish, etc, etc

Me: What's wrong?

Caller then proceeded to tell me in simple language - worse than Journal 150; printing awful; are they supposed to be photos on page...?, and so it went on. I'm sure you gentlemen are intelligent enough not to need me to describe in great detail all the other points that were made about the quality of this issue and its predecessor.

The majority of the callers then went on to tell me that what they received for their \$10 annual subscription was the right to participate in State Branch

activities, and to receive AMRA publications. As they see it, they are paying \$10 for the dubious privilege of receiving the six issues of Journal, and that if the Federal Committee thought that six journals of the standard of Nos 150 and 151 were worth \$10, then the Federal Committee members are VERY much mistaken, and perhaps should have their collective heads examined. The members would much rather see their \$10 paid to the State Branch and for the money to be used for something worthwhile, such as increasing the Branch activities: and what do we need a Federal Committee for anyway, they don't do anything!!! Justifiable comments, gentlemen?

The hairy chestnut of subscriptions being paid to the 'East' and the Branch not receiving any of that money, and the Federal Committee wasting it: Journal and the sending of renewal notices and membership cards separately, are the two most contentious points - there are other points as well.

I would add that several of the people who have spoken to me about these matters are long standing members of the Association, whose loyalty to the Association I consider to be unquestionable.

There is even talk of disbanding the Western Australia Branch and setting up a 'Perth Model Railway Club', or an Association of Western Australian Model Railway Clubs. Please don't quote the Constitution to me gentlemen, I, and others, have read it.

Gentlemen, do you realise what you are doing to this Association? You are tearing it apart.

I am aware of the feeling among some interstate members about 'these Western Australian upstarts' questioning everything "we've" been doing for so many years. It is the right of every member of this Association to question anything and everything, if that member wishes to. Remember, gentlemen, without the membership, you do not have an Association.

More and more members are telling me that they will not be renewing their subscription in 1983 unless there is

some dramatic improvement in the quality of what they receive from the Federal organisation for their \$10.

If it is your intention that the Australian Model Railway Association should be wound up, please say so, and do it quickly and openly, and with dignity rather than allow it to drag on through a long lingering death.

As far as Journal is concerned, take it off the 'life support system', and again allow it a quick, dignified end.

For those who wish Journal to continue, 'come what may - because we've always had one', why not set up a 'Journal Preservation Society'? Those who wish can become members and pay for the privilege of receiving their chosen publication.

Whatever you do, STOP WASTING MY MONEY. I can put \$10 to much better use at Meltham.

It has been very noticeable that the only comments from the Federal Committee since this controversy was first raised, has been the Secretary's Desk with its self-congratulatory back slapping.

It is considered that it is time our Federal President put pen to paper and indicated to the membership what direction the Federal Committee of Management is planning to aim the Association in in the years to come, and what they plan to do for the membership over, say, the next five years.

Gentlemen, I do not want to see the Association fold up. I think we can do so much for our present members, our prospective members, and the model railway hobby in general, if only the 'Management' starts to manage, and not wait to be led by the membership. However, the management MUST listen to the feedback from the members - the operative word being LISTEN, and then act.

Above all gentlemen, put aside your own outdated ideas for a few minutes, together with your prejudices, open your eyes and ears and listen when your membership talks - no matter where, or when,

or what about.

At Monday's meeting at Meltham, the undercurrent of feeling about Journal 151, in particular, had to be experienced to be believed.

Tuesday saw more calls, and a personal visit by a member, all with basically the same message.

Neither I, nor, I submit, you, can afford to ignore this volume of feedback.

I would add, gentlemen, that although I received a considerable amount of feedback after Journal 150 was received, all basically with a similar message to that written here, the volume was nowhere near as great as after the receipt of No 151.

I refused to make any comment on 150, basically to give the printers a 'fair go', even though it is my very considered opinion that the problems they had with 150 are only attributable to bad management. I had hoped that by the time 151 was ready for printing, they would have got their act together.

Paul Kehoe's letter, in which he describes 150 as 'appalling', sums up the message I received.

The copies of 151 that I have seen were worse than the copies of 150 shown to me.

Do I have to say any more, gentlemen?

Yours sincerely

B E Thoday

The Editor
AMRA Journal
Dear Rex

I would like to take this opportunity to respond to letters published in 'Pop Valve', Journal 151, from Paul Kehoe and Graham Watson.

It is acknowledged that these gentlemen are not just 'STIRRING', but are genuinely interested in AMRA. However, they seem to fail to appreciate that the Federal COM investigate fully all suggestions and ideas submitted, and, where practical and finances (which are somewhat limited) permit, are adopted.

The reference to the 'EASTERN GURUS' I feel to be a slur on dedicated voluntary Federal COM members. After all, sir, we do not sit around drinking sundry cuppas and discussing our mutual hobby.

As Federal President, I was amazed that Paul Kehoe accuses the Federal COM of "the almost criminal waste of members' money" in the distribution of subscription reminders and membership cards. Akin with the majority of organisations in our category, and allowing for the vagaries of human nature, a more satisfactory method still eludes us.

I feel that Paul Kehoe has misinterpreted comments made by Norm Read and myself in Journal 150, which were not quote: 'back slapping' and 'self-congratulatory drive', but rather a word of thanks to the Victorian Branch who diverted their hard earned funds from planned Clubroom improvements to the purchase of the necessary printing equipment to provide 'JOURNAL', as well as volunteering their time and labour, thus reducing costs to the Association. In conversation with Gordon Duncan, I have been assured that they have now overcome their teething problems regarding the printing, and we can now look forward to a properly printed Journal.

These gentlemen have 'pointed the bone' at the Federal Committee regarding the layout and content of Journal, but have not put forward any constructive ideas or suggestions.

Judging by correspondence just received from Ted Thoday, President, WA Branch, it is felt that the Federal COM 'are living in the past', and failing to update the image of AMRA. This being so, may I respectfully suggest that this Branch give serious thought to taking over the Federal COM and all the problems and work involved, and, in this way the membership of AMRA will be able to see if or not their level of criticism is completely justified.

Yours faithfully
Keith J Wilcox

ANOTHER OPEN LETTER

This time in answer to the latest hysterical outburst from the 'West' in the form of a letter, addressed directly to Keith Wilcox, Federal President of the AMRA, and myself, as Managing Editor, AMRA Journal, by Ted Thoday, President of the Western Australian Branch of the AMRA, who has evidently joined the DOVE (Down With Victorian Endeavour) Society.

Mr Thoday and his colleagues have obviously solved the problem of what is wrong with the AMRA in general and Journal, in particular, to their own satisfaction, by claiming gross mismanagement on the part of the Federal President and the Federal COM and the lack of any managerial ability on the part of the Managing Editor.

The obvious answer to this appears to be the immediate transfer of the whole of the governing body of the AMRA, together with the printing and production of Journal, to Western Australia, where, it would appear, exist the only people capable of doing the job properly.

However, I shall confine myself to other matters, writing both as Managing Editor and private member, and leave the Federal President and his COM to answer as they see fit.

As I was one of the only two addressees, I can only infer that the statement 'the problems they had with 150 (and presumably, 151) are only attributable to bad management' refers to incompetence on my part. If so, I should be interested to learn precisely what action I should have taken to 'get the act together'.

If 'good management' is intended to infer that I should adopted stand-over tactics and insist that everything should be done over and over again until perfection is obtained, I'm convinced that I would finish up being invited to do the lot myself or, more likely, being requested, politely (or impolitely!) to 'get lost'.

Instead of harping on what has not been done or should be done, let us reflect on what has been done in the last

four or five months.

It having become obvious that publication of Journal, in accordance with Clause 29, paragraph 'a', of the Constitution and Articles of Association of the AMRA, could not continue with Journal printed commercially unless membership fees were increased substantially, the Victorian Branch offered to purchase the necessary equipment and undertake production, providing the Federal COM agreed to purchase a new modern typewriter.

This was agreed, and costs incurred to date are approximately as follows:

Federal	Typewriter	\$1500
Vic Branch	Equipment	\$4869
	Chemicals, ink, plates, developer, etc	\$309
	Paper	\$977

Journal, poor as it may be, is now being produced at approximately half commercial costs, including a small reimbursement, per issue, of Victorian Branch capital outlay.

In addition, I have personally designed, constructed and installed quite a number of additional accessories necessary for reasonably efficient functioning and I, and some five or six other members have expended, collectively, in excess of 350 manhours, excluding travelling time, of our 'spare' time in selecting, purchasing and setting up of equipment, endeavouring to learn operating procedures and production of the two Journals that are claimed to be such complete disasters.

As to content of Journal, we can only print what we receive, and I am sure some of our contributors will be thrilled to observe the term 'rubbish' used in Mr Thoday's letter as, of course, it could not possibly refer to anything received from the 'West'.

It is so easy to pour scorn and ridicule upon the efforts of others when one is in the comfortable position of not having to do the job, and, unfortunately, we are only ordinary people

down here in the 'South', trying to cope with a new and unfamiliar job.

It may be a member's right to question anything and everything, but not necessarily tear it apart, likewise, obviously, members are required to form an association, but a means of communication is necessary if members are to be able to air their views - hence Journal - otherwise, no 'association', unless it is confined to a very constricted circle.

The volume of unfavourable feedback received here has been very small to date - less than 5% if Mr Thoday's figures are taken into account - and I might point out that one member - an ex 'Publisher' - even claimed that Journal 150 was 'equal to most and better than a lot of the commercial printings which we have had in the past' (see letter from Maurie McKinnon - page 150, Issue 150).

'The Management must start to MANAGE and not wait to be led by the membership' and 'the Management must LISTEN to the members and then act' - now, here we have a contradictory situation! If Management is not to wait to be led by the members, what is the good of listening to them? If the Management waits to hear from members, it is accused of doing nothing unless it acts immediately on the views of a small minority - seems like a 'Catch 22' situation - you can't win either way.

When, and if, the membership as a whole, or a decent overall percentage of it, can be persuaded to answer the frequent requests for opinions and ideas, may be Management will be able to sort out what is required and provide a measure of satisfaction to all.

Finally, if Mr Thoday and his colleagues apply the same attitude to modelling as they do to Journal, I would hate to be in the shoes of any beginner in their vicinity who produced a model not up to exacting exhibition standards for fear of being told (in the words of the song) 'get out of here with that boom, boom, boom, before I call a cop'!

Gordon Duncan

The Editor
AMRA Journal
Dear Rex

Just a note to wish you and all at HQ the compliments of the season, and a little encouragement in your efforts to keep AMRA solvent and provide a service at the same time, especially with regard to Journal. While it cannot be said that the format is up to the standard of professional printing, it's still a good effort and will no doubt improve with practice. What is really needed is not a new look, but interesting subject matter to fill the pages, if only someone could be persuaded to write it! It would make better reading than adverse criticism in Pop Valve, of which, at the moment, there seems to be more than enough. I would like to remind the critics that, while it is easy enough to conceive a bright idea, it's another matter to bring it to fruition. It is to the Wright Bros, rather than to da Vinci, that we give the credit for aviation.

As a contribution to Journal, I send herewith a railway problem which a Station Master friend presented me with many years ago. He gave it as an experience of his own, but I suspect it to be a standard exam problem for employees of the QGR.

Yours as ever
Jack Makin

HANDY HINT

by George Noble

When applying numbers or lettering to car sides, etc, you can sometimes have difficulty centralising the complete number or lettering on the particular section of car side. The trick is to first select the middle digit or letter and to put it down first, centrally on the selected section. Then with spacing between each digit or letter even, the whole lot should look even and centrally located on the cab or car side when completed.

NEWS RELEASE

AIR HORN AND STEAM WHISTLE ENTHUSIAST GROUP FORMS

If you are interested in, or collect air horns or steam whistles, join a growing association of fellow enthusiasts who make up the newly formed group called the AIR HORN AND STEAM WHISTLE ENTHUSIASTS.

Formally launched in October 1982, and with a mailing list already over the 100 mark, this group is dedicated to the history, development, preservation and application of horns and whistles in marine, factory and railroad service for warning and signalling.

A bi-monthly publication, THE HORN AND WHISTLE, includes technical articles, reprints of rare out-of-print technical data and sales literature, detailed reviews of selected devices, members in the news, questions and answers, buy-sell interests, calendar of events, etc.

Individuals interested in learning more are invited to write to the organisation at -

140 Forest Avenue
GLEN RIDGE NJ 07028

DID YOU KNOW ?

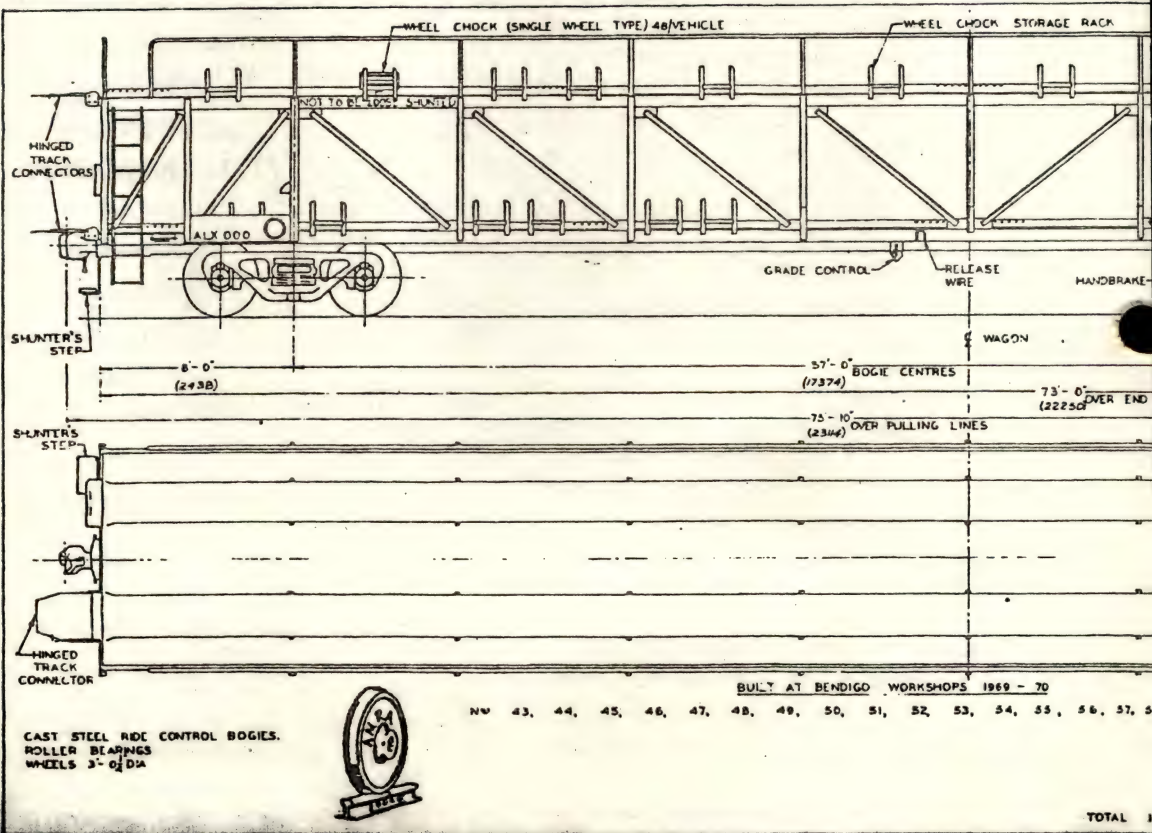
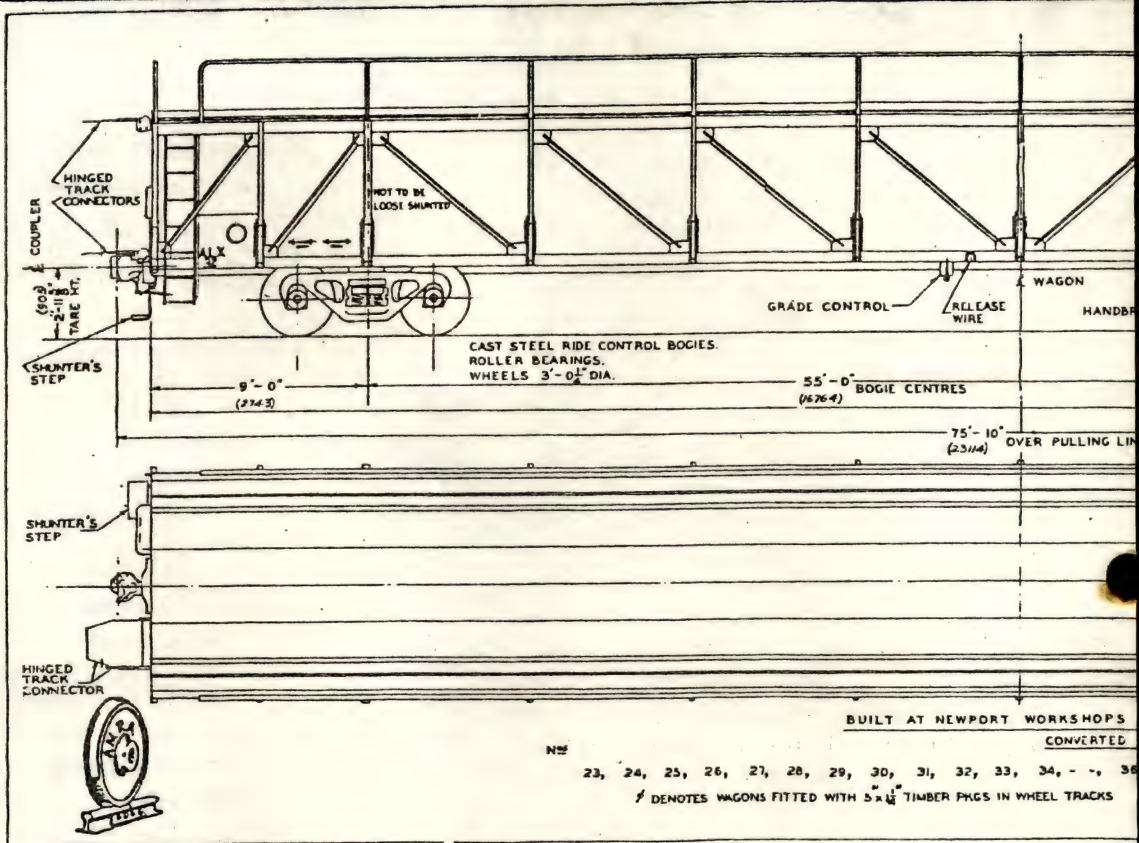
by Gordon Duncan

That a bench vice set at the right height makes it a lot easier to work at and helps prevent muscle fatigue?

As people vary in height, a vice should be set up to suit the person using it and a simple test checks the correct height for you.

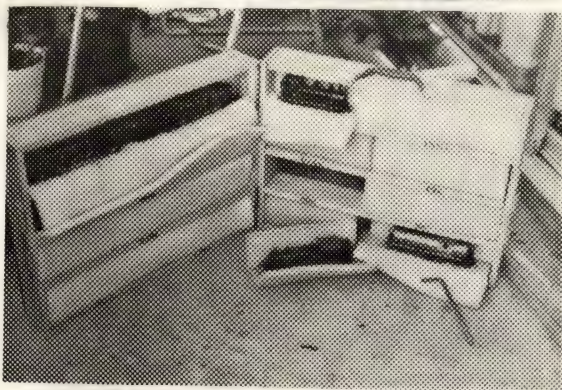
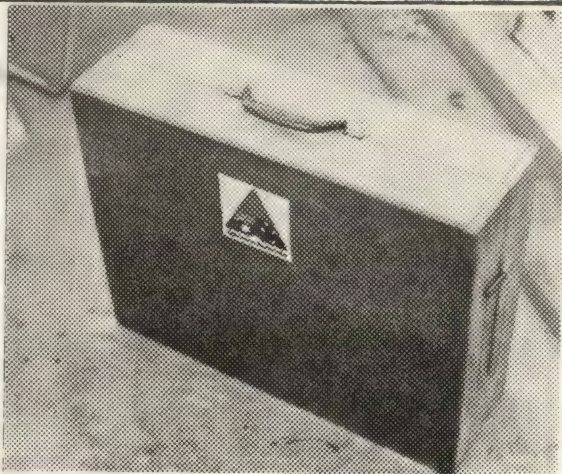
Stand alongside the vice, bend your arm upwards until your hand touches your shoulder, with the elbow near the body and if your elbow just touches the top of the vice jaws, it is at the right height for you.

Pack yours up and try it out next time you have some filing to do and see if it is not more comfortable!





John Hill demonstrates scenery pointers on his 'Puffing Billy' HO scale display at the 1982 Queensland Branch Exhibition.

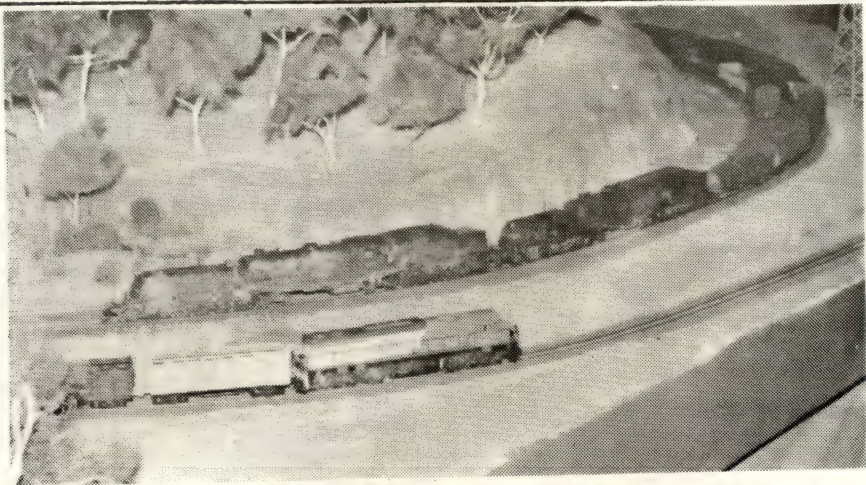


After building some more QR Sn3½ locomotives recently, another larger storage and carry case was needed along the same lines as the one mentioned in Journal No 135 (May/June 1979).

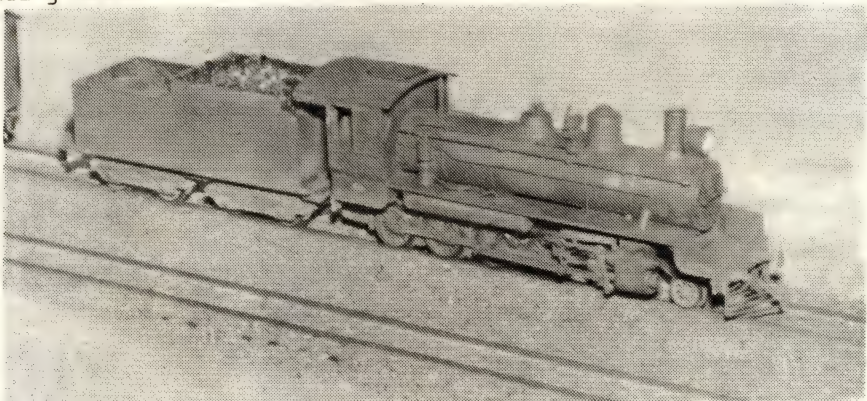
by Steve Malone



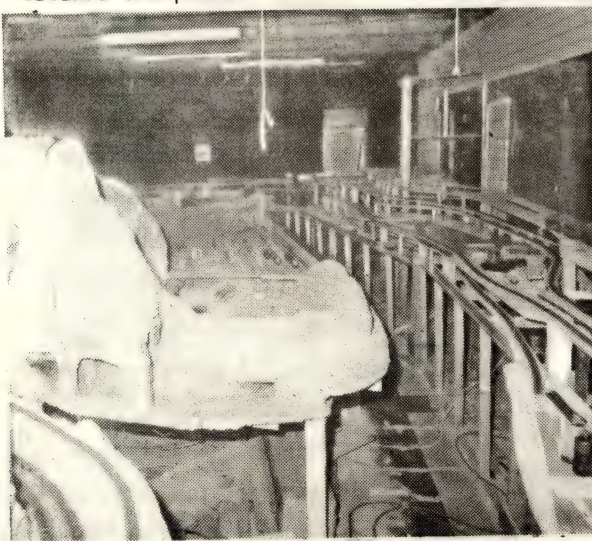
On Steve Malone's layout at the Queensland Branch's 1982 Exhibition, three loco builders are represented here. From the left they are:
Neil Johnman's 1550 class, No 1552, using a Mainline class 45 mech, Michael Mawson's DH72, using an Athern mech.
Steve Malone's Beyer Garratt No 1009, using Hamo mechs.



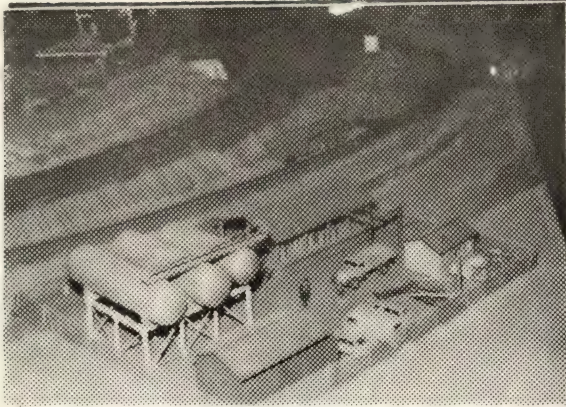
On the Queensland Branch's layout at the 1982 Exhibition, two NSW Garratts remotored by Rodney James of Grafton, pass a 2100 class (Athern SD45 narrow gauged to H0n3½) built by Warring Geddes.



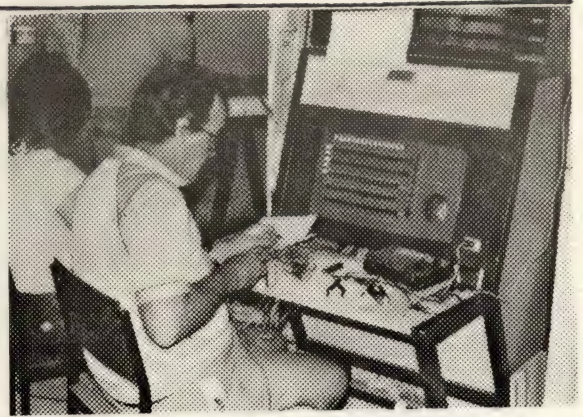
A TT Berliner Bahnen 2-8-2 Tank, converted to a QR H0n3½ C17, was seen at the Queensland Branch's 1982 Exhibition. This loco combines the talents of three members. President Cec Wall modified the mech, Steve Malone built the body, and John Hill added details and paint.



Bill Baggett's layout at Queanbeyan



A nicely detailed oil depot on the AMRA Exhibition layout built by Treasurer Arthur Hayes.



President Cec Wall works hard at the Dispatcher's Desk.

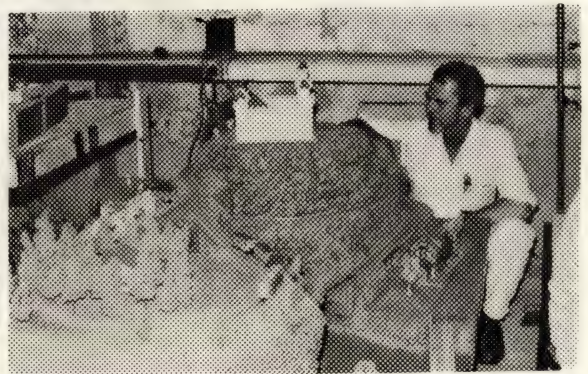


President Cec Wall (left) and Treasurer Arthur Hayes work on the new section A of the Exhibition layout.

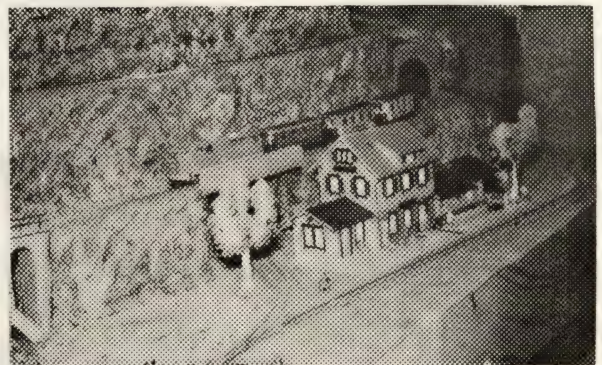


Neil Johnman adds lining to his Sn3 $\frac{1}{2}$ 1720 class diesel electric loco, using a ruling pen and enamel paint. The model runs on a Lima NSW 42 class mech which has been shortened slightly and a new body fitted.

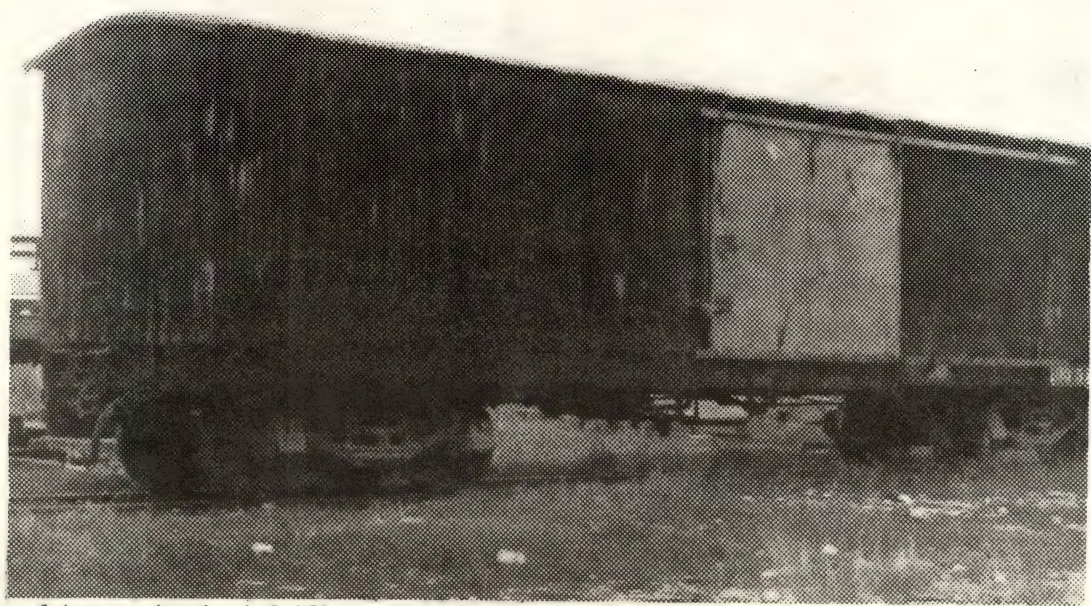
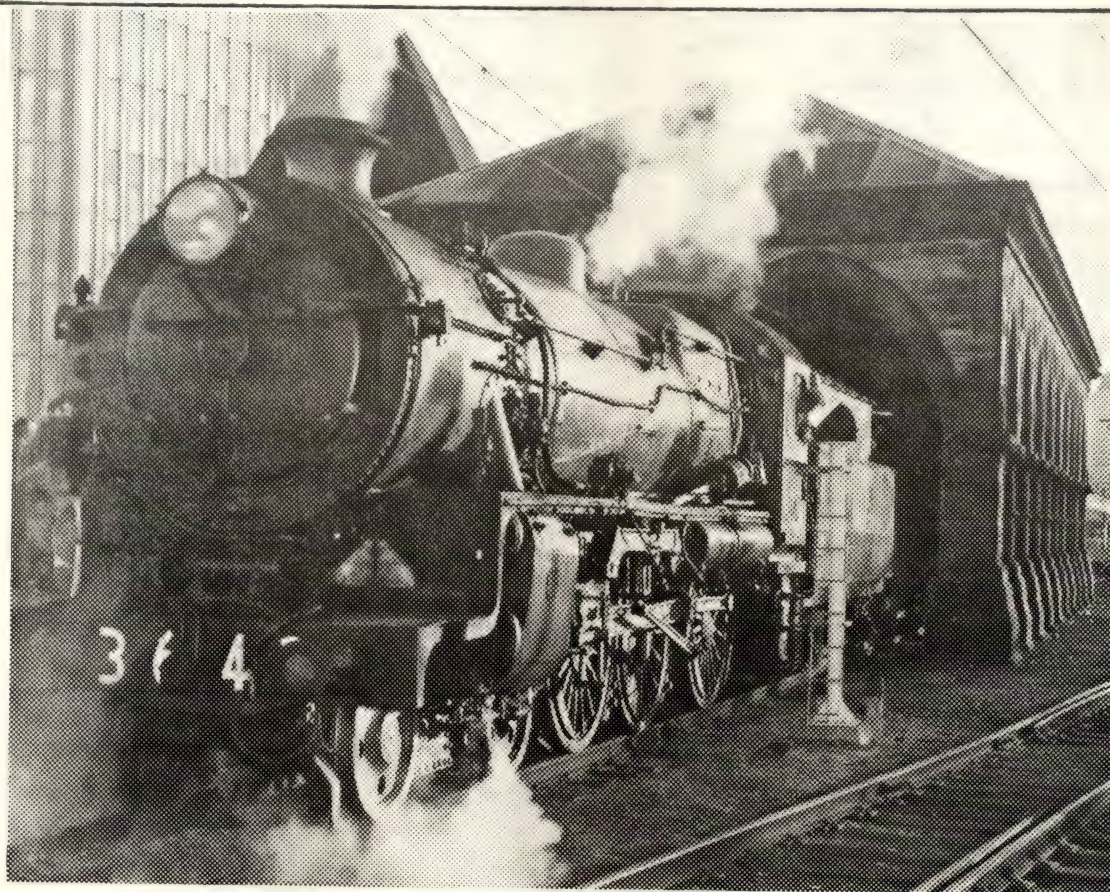
The Valhalla Express



A Terry Paton poses beside his work of art. Jim Fangies built the castle and Mike Mawson helped with all the other structures. The top balloon loop is on the left while the bottom loop is at the right.

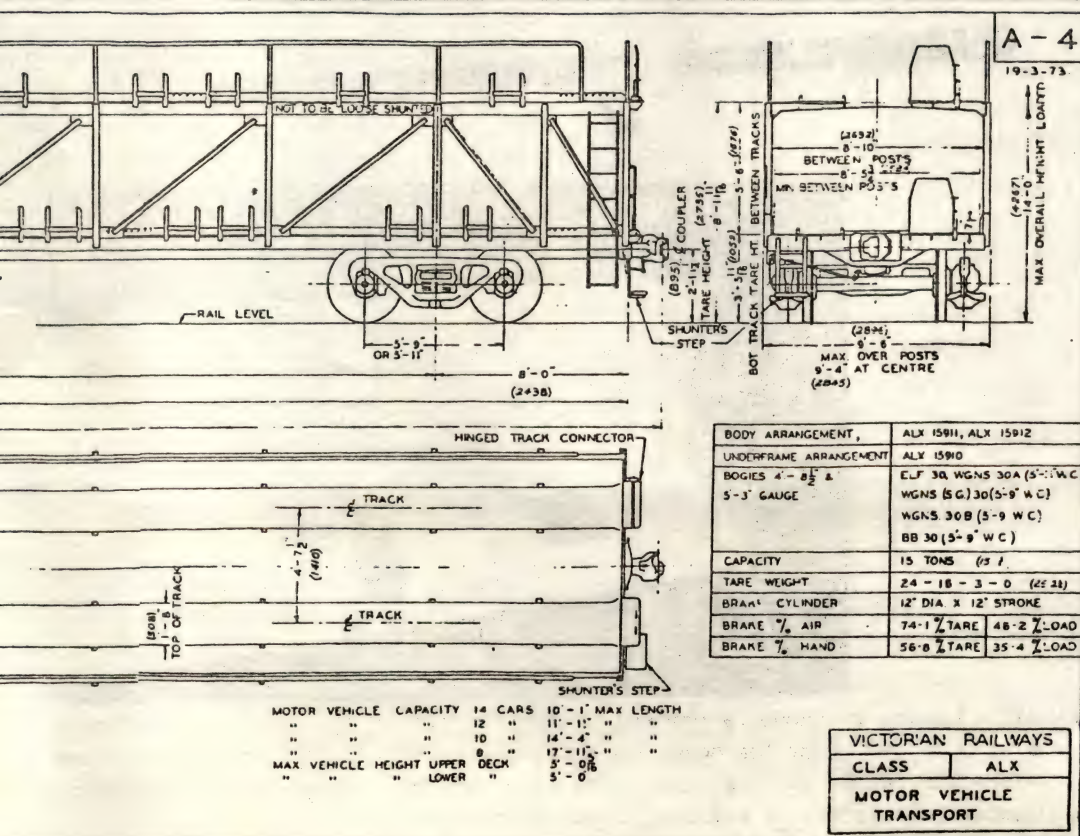
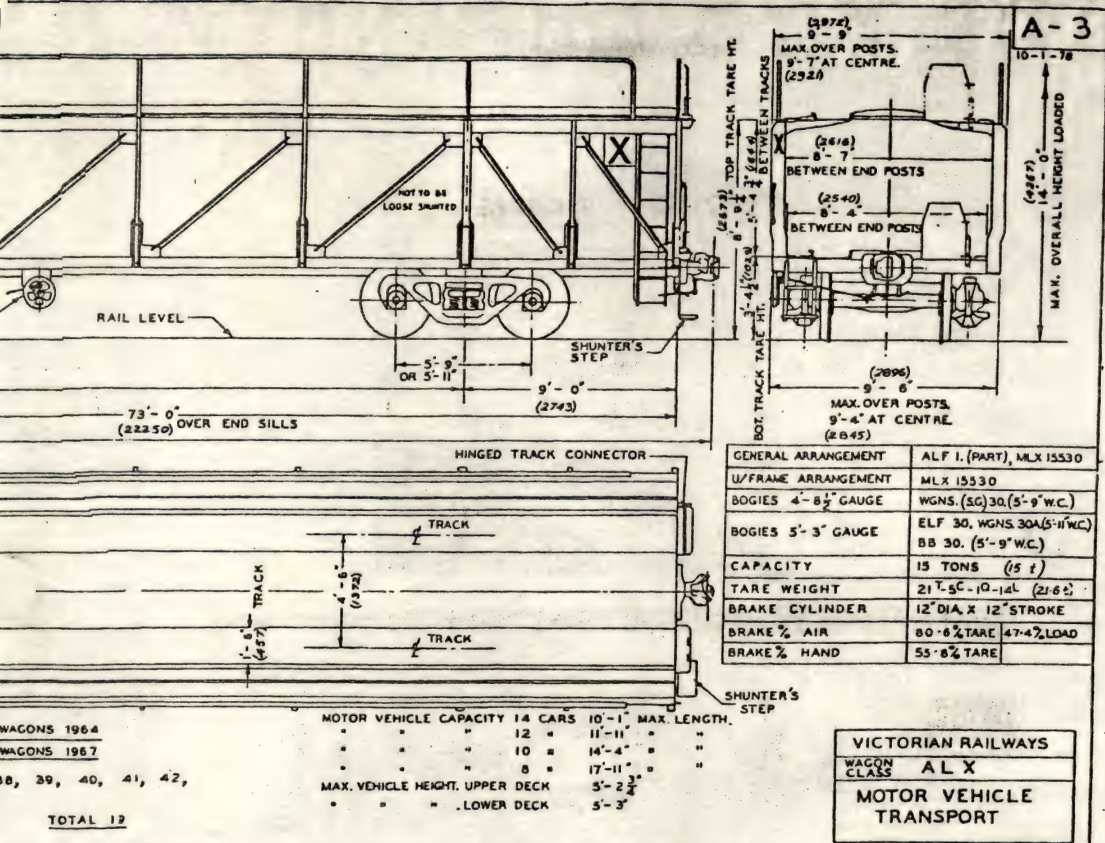


B The bottom station with train passing through on the level above.



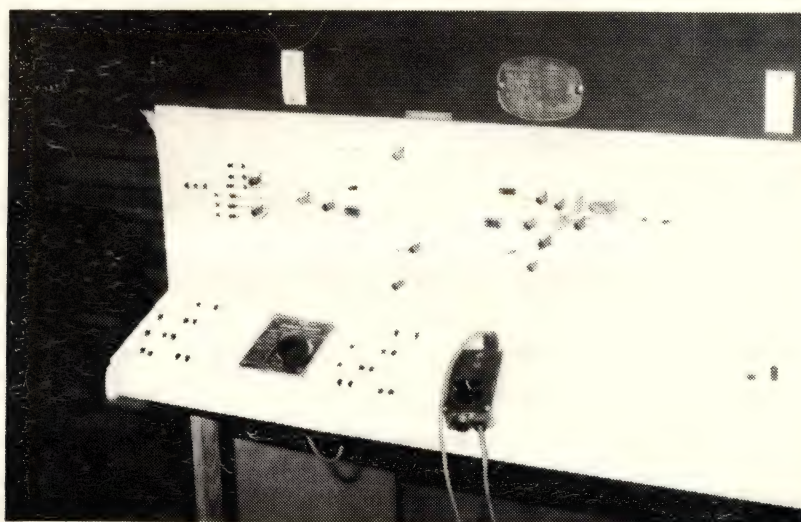
A banana truck at Golfito, Costa Rica.

Photo by Frank Peck

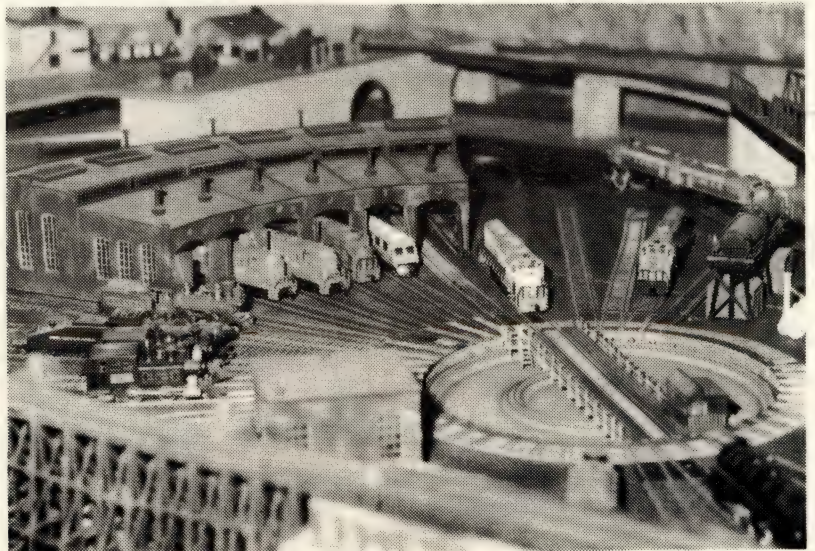
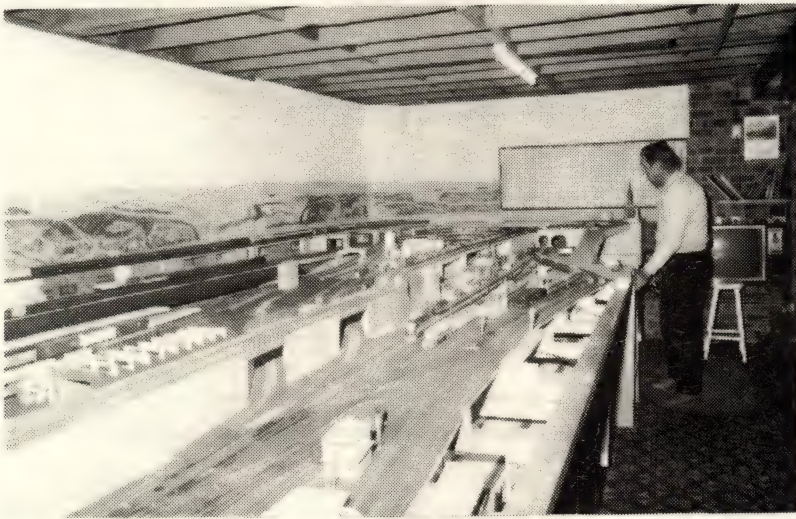


A VISIT TO QUEANBEYAN

PART 2



Alan Hackett's layout in Canberra not only fills his two-car garage, but features a hidden loop at each end under the house for continuous running. The photos show some of his scratchbuilt locos, and the control panel at one end. Track work is substantially completed, and scenery is starting to be constructed.



Matt Bell's layout at Queanbeyan is also well under construction. Track work is virtually complete, and scenery is in the planning stages. The backscene is painted on the walls, and shows what can be achieved with a little imagination and many hours' work.

A RAILWAY PROBLEM

by Jack Makin

Back in the old steam days, a passenger train arrived at the outer terminus of its run, with a very limited time in which to run the engine around and turn it before coupling up preparatory to setting off on the return journey. What, then, was the driver's chagrin, when having arrived at the fork line (Y or triangle) he discovered that each arm was occupied by a wagon, while the headway at the stern was insufficient to hold more than his loco between points and buffer stop. In despair he appealed to the SM who was able to give him the right directions and enable him to leave on time.

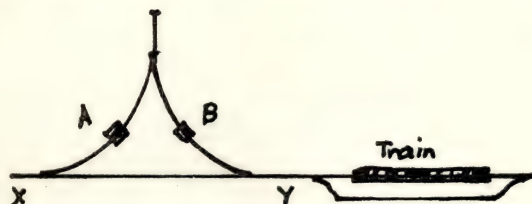
How was it done?

ANSWER

The driver took his engine to point x picked up wagon A off the fork line and pushed to point Y. He then returned

to x, and thence traversed the fork line pushing wagon B to point Y. He next traversed the fork line a second time, after which he returned to point Y, picked up wagon B, drew it to its original position and continued around the fork line for the third time. His engine was now facing the right way, after which he had only to draw wagon A to point x, and shunt it into position on the fork line. He was now able to rejoin his train, which he did in good time.

PS I solved this one myself, without aid from my SM friend. Can you?



AUSTRALIAN MODEL RAILWAY ASSOCIATION : FEDERAL COMMITTEE OF MANAGEMENT STATEMENT OF RECEIPTS AND EXPENDITURE : FOR YEAR ENDED 30 JUNE 1982

RECEIPTS

Cash at bank 30 June 1982	\$ 650.76
Petty cash on hand 30 June 1981	180.00
New members' subscriptions	741.00
Membership renewals	6 748.31
AMRA Journal - back issues	7.50
Joining fees	736.00
Donations	116.90
Advertising in Journal	387.20
Sale of guides	110.00
Interest	92.29
Sale of track gauges	19.50
Sale of badges	35.50
Short term loan	1 000.00

\$10 824.96

EXPENDITURE

Repayment of short term loan	\$ 1 000.00
Printing of Journal	3 119.18
Postage of Journal	530.44
Journal expenses	563.01
Stationery	822.97
General postage	557.79
Trophies and awards	88.65
Bank charges	40.05
Purchase of badges	589.56
Purchase of guides	775.00
Purchase of track gauges	30.00
Insurance	71.86
Miscellaneous expenses	48.66
Cash at bank 30 June 1982	2 547.79
Petty cash on hand 30 June 1982	40.00

\$10 824.96

STATEMENT OF FUNDS AT 30 JUNE 1982

Commonwealth Trading Bank, O'Connell Street, Sydney	
Current account, as above	
Sydney Permanent Building Society Limited	
Balance 30 June 1981	\$328.40
Interest credited November 1981	13.96
Interest credited May 1982	15.69
Balance 30 June 1982	358.05
Petty cash on hand, as above	40.00

\$ 2 547.79

358.05

40.00

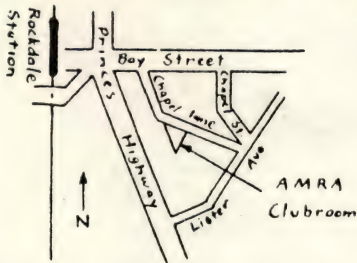
\$ 2 945.84

AUDITOR'S REPORT

I have examined the books and records of the Federal Committee of the Australian Model Railway Association and report that in my opinion the above statement is a true and fair record of receipts and payments during the year ended 30 June 1982 and of cash funds on hand at that date.

Signed : R W Gorrell, FCA

New South Wales Branch



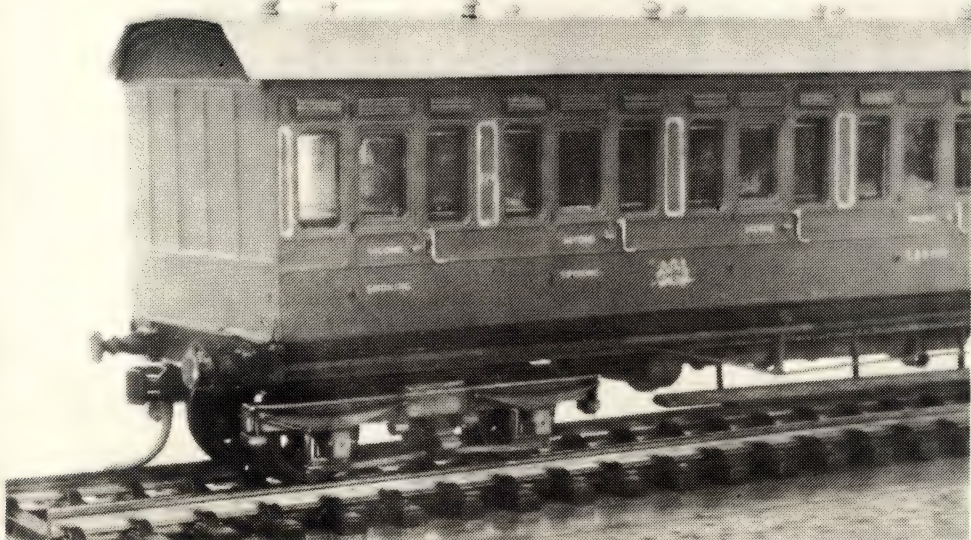
Another new year has arrived, and if it is going to be anything like last year, then we can expect it to be a great one. Last year was the big break through as far as the NSW modeller was concerned with the arrival of the best kits and brass models ever seen. There was a flood of models on the market and the only thing wrong was that there were too many to buy at once.

At the clubrooms we were able to make some alterations to the interior of the building that improved our storage facilities. Also, we got the big O gauge layout into operation thanks to many hours of work by Norm Read and his helpers. Work will continue on this layout this year with the inclusion of a branch line. The Hawkesbury layout was exhibited again last year, and, although it was a rush to get it ready for the exhibition, it was finished thanks

to the efforts of Bruce Norton. Bruce will continue to work on this layout this year to install an automatic signalling system which was much needed at the last exhibition. The N gauge layout was exhibited many times last year, and the modules performed well. Work will continue towards the eventual aim of a fully modular system. Thanks must go to Dave Bennett who has put in many hours of his time. Congratulations must also go to Dave because he won the 'Modeller of the Year' award.

By the time you read this, the State AGM will have passed and a new committee elected. I will take this opportunity to thank the rest of the committee who have been really good to work with and together we were able to manage the affairs of the club. Bob Wardrop must especially be thanked for being a great president for the second successive year. Whenever there were problems or decisions to be made, we could rely on Bob for his help. Finally I must thank everyone in the NSW Branch who put up with me last year and hopefully will do so again this year. Happy modelling and all the best for the new year.

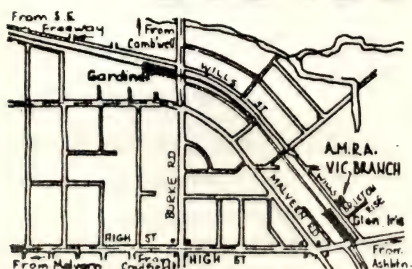
Bob Gioia



FIRST - VICTORIAN BRANCH CUP, ROLLING STOCK CONVERSION

Ken Dunkley's NSW FX coach in HO scale, 1981 Federal Modelling Competition

Victorian Branch



PRESIDENT'S MESSAGE

After the Christmas and New Year break, it is back to the full swing of activities. Coming up we have our annual exhibition at Camberwell in March, the Port Phillip Convention in June and hopefully work completed on the storage extensions to the clubrooms. It is also hoped to have the Branch's point-to-point layout in full timetable operation before too long.

A final reminder for our Open Day at the clubrooms at Wills Street, Glen Iris, on Sunday 20 February. We have extended an invitation to other railway clubs and societies to join us on this day. We would also like to see those members who cannot normally attend because of distance or other commitments make the effort to participate in our Open Day. The clubrooms will be open from 10 am and a BBQ lunch will be available (bring you own meat).

I was disappointed at the lack of response from members willing to participate in our November modelling clinic. Surely one of the main reasons for being a member of a club is to be able to learn from others and to be part of the interchange of ideas. We have many experts in the Branch in some aspects of the hobby, but so many of these experts seem to want to keep their expertise to themselves. So how about it members? Conducting a clinic encourages other modellers to come out of the woodwork and you are then able to exchange ideas and reap the benefits.

While on the subject of clinics, it reminds me that we will soon be looking at agenda items for our monthly meetings

from July. If you have any suggestions, your Committee would only be too pleased to hear them.

On the subject of printing of Journal we are still learning and hopefully will have some more bugs ironed out by the time you receive this issue. Don't let anyone tell you that printing is easy (certainly not on older second hand equipment). Eventually it may be possible for us to obtain a modern offset printer with higher capabilities than our present machine, but, of course, finance is the major consideration here. However, I am hopeful that future photographs will be reproduced to the standard of the Golfito photographs on page 166 of Journal 151.

There have also been suggestions that Journal should be printed on A4 size paper, pre-punched for ring binders and be received in loose leaf form. I would be interested in the views of Victorian Branch members on this proposal. If any change is made, it will probably be made for Volume 33, that is, the issues commencing from January/February 1984.

Finally, I would like to thank all the members who actively contributed to the Branch's activities during 1982.

Roger Lloyd

VIC BRANCH NOTES

Well here we are at the start of yet another new year. The list of activities looks better than ever. What with the Annual Exhibition, the Port Phillip Convention, the Branch Open Day and the number of running days on the club layout. However, none of these activities can be successful without the participation of the Branch members. All members can contribute to the Branch in some way or other. If you cannot come to the clubrooms on a regular basis, due to the local household authority or other commitment, you can always put

pen to paper and write to Journal with articles, 'Hints, Tips and Queries' or 'letters to the Editor'.

The Association is for everyone to use and benefit from. If you are a novice and require help from someone with a few years' experience, write to Journal with your modelling problems or queries. This may stimulate or inspire someone to write an article or answer the problem. Remember, there is always something that you know that someone else does not. The idea of forming any club or association is to share knowledge.

Enough of kicking the well battered Journal football and on to the coming events for the next few months.

FEBRUARY

- 6 Sun Operating day commencing at 2 pm
- 10 Thur General meeting. Topic - Timetabling by Mike Formains. Competition - choice in seven standard categories. Photo - prototype fueling facility.
- 13 Sun Working Bee - general clean up clubrooms commencing at 10 am.
- 20 Sun Open Day - clubrooms open for BYO BBQ lunch and running on the club layout - all welcome, commencing at 10 am
- 27 Sun Operating day commencing at 2 pm

MARCH

- 6 Sun Running day commencing at 2 pm
- 10 Thur Set up exhibition at the Camberwell Civic Centre
- 11- Fri- Annual Exhibition at the Cam-
- 14 Mon betwell Civic Centre
- 27 Sun Operating day commencing at 2 pm

The running days need some explanation - general running day is when you can bring your own trains to run on the club layout. An operating day is when you come and operate the layout in a prototypical manner with the rolling stock provided.

All meetings and running days in

the agenda are held at the clubrooms at 92 Wills Street, Glen Iris - there is always adequate car parking in the railway car park opposite.

As a footnote to the Branch News (or lack of it), Sleeper needs your contributions to help broaden these notes. If you have any news or items worth mentioning, and feel they should be included in the Branch News, pass them on to any member of the Committee.

Sleeper

LIBRARY NEWS

Our man in London (Brian Frary) has been at work buying up bits of English journals that we need to complete sets, especially MODEL RAILWAYS, of which we now have almost a complete set. With the usual close down of the binding trade almost on us, they won't be visible for a month or so, but they're worth waiting for. I'd not realised how good the journal had become.

We've just been given a copy of O S Nock's RAILWAYS OF SOUTHERN AFRICA. Whatever one's political feelings, the sight of all those Garratts is almost nostalgic. If anyone is throwing out any more of the RAILWAYS OF THE WORLD series, please throw in our direction.

Two titles from a new publisher, Cromarty Press (Sydney, but printed in New Zealand):

AUSTRALIAN NAME TRAINS OF THE '70s, and RAILS TO THE TOP END,

both by Robin Bromby.

CHANGING TRAINS by Phil Belbin and David Burke is a big hardback covering a century of Sydney-Melbourne travel. And for the narrow gauge enthusiasts LAST OF THE HUDSWELLS by Ian Stocks (Queensland sugar cane), and an LRRSA Research Report CLIMAX LOCOMOTIVES OF AUSTRALIA, as well as a delightful little facsimile of the Emu Bay Railway's LOCOMOTIVE HANDBOOK.

I'm sorry if you don't have time to do any actual modelling...

Brian Southwell
LIBRARIAN

Queensland Branch

Our Annual General Meeting last October had a good attendance, with members from Brisbane and country areas. Reports from President, Treasurer and Secretary were given and election of Committee of Management and other positions were conducted.

The results were as follows:

President	C Wall
Vice-President	E Balcombe-Jestico
Secretary	B Mawson
Treasurer	A Hayes
Committeemen	S Malone
	G Perkins
	R Blodkin

Newsletter Editor	S Malone
Liaison Officer	R Blodkin
Librarians	A Batch
	C Dearling

This Annual General Meeting was completed in 30 minutes.

Following on from this, the Branch's modelling competition began. Several

members submitted many entries into the four categories - Locomotives, Goods Wagons, Passenger Cars and Structures. An unusual system of judging was used where everyone present was given a slip of paper and asked to write down what they thought was the best model in each category. Each model being numbered. This system proved to be the fairest and the most enjoyable for all.

Winners were as follows:

LOCOMOTIVES

H0n3½ QR 2100 class
by Warring Geddes

GOODS WAGONS

T1n3½ QR Van No 51
by Geoff Perkins

PASSENGER CARS

1n2 QR 'Innisfail Tramway' (2' gauge)
coach
by John Hill

STRUCTURES

T1n3½ gangers wayside buildings
by Geoff Perkins

We hope this competition stirred up some interest in better scale modelling. All in all, a most enjoyable evening.

The Brisbane Hobby Exhibition was held recently at the Wool Pavilion, RNA Grounds, Bowen Hills. As usual the Exhibition was held over seven days,

Photo 1

Secretary Bob Mawson is certainly happy with the results of the AMRA Queensland Branch 1981 Exhibition as this shot shows. Bob is assisted at the Raffle Counter by 'Possum', daughter of AMRA country member Mr V Barnes of Rockhampton.



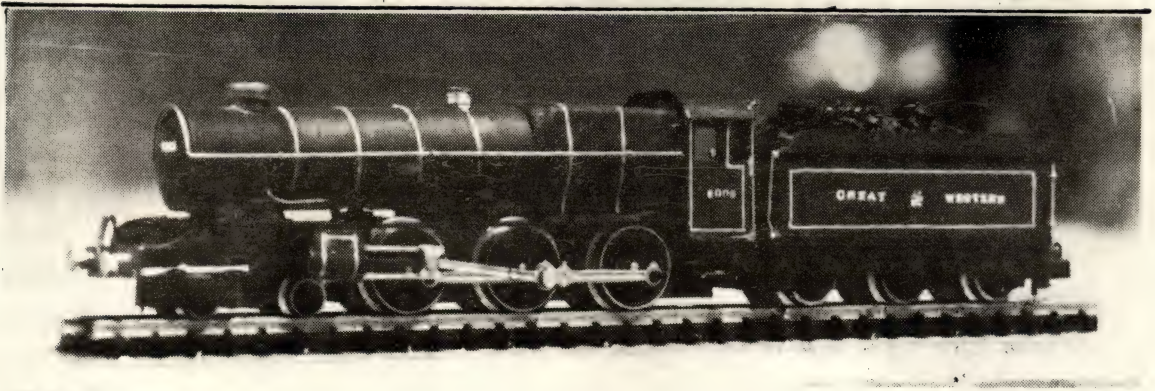


Photo 12

E. Balcombe-Jestico, Queensland Branch Vice-President, recently built this N scale model of GWR King on a Graham - Farish mech. Brass and styrene were used.

this time from Sunday 28 November to Saturday 4 December 1982. This Exhibition started back in the 50s as a model railway exhibition, however, over the years various other hobbies have moved in, and recently model railways have been in minority. A problem for exhibitors at this Exhibition is the long duration which causes maintenance and manning problems. Other hobbies, such as planes, dolls, stamps, need no constant action and the continual movement required at model railway displays leads to costly wear and tear and other expenses which can mount up. Another reason put forward for lack of model railways at the hobby show is the lack of fellowship among model railroaders in Brisbane. Ten years ago, there were many clubs and groups operating in Brisbane, but nowadays there are only a few groups around. Some are closed clubs or are only semi-active. The Queensland Branch of AMRA has certainly tried hard to promote interest in AMRA and model railroading in Brisbane over many years, however, this had led to very little response. Every year we see the same old faces who come to exhibitions and say "I'm gonna join AMRA", and never do. All are invited to meetings and activities, but never turn up. It seems that its the 'in thing' to be a lone wolf now days.

It has been reported that some advanced model railroaders refuse to speak to other model railroaders at model railway shops and exhibitions. Such refusal for fellowship could be seen as detrimental to the hobby. Fortunately AMRA has a high standard of fellowship which assists greatly in the progress of the hobby.

Anyway, here's some details of the Exhibition. Our display consisted of John Allan's (USA) 'Time Saver' shunting puzzle - named Suggit's Siding. Many members helped in the building of this small and well detailed layout, and all can be proud of this successful achievement. We hope to do an article on it for a future Journal. Visitors at the Hobby Exhibition were invited to have a go at the puzzle and see how few moves they could do it in. Many said it was the best layout at the show. As well, a static display of Steve Suggit's models of QR were exhibited. Very good response was received from members for manning the display. Thank you to all who helped. Some members coming from country areas and northern New South Wales.

Other model railway displays included a Hornby layout using Zero 1, 0 gauge brass, Tri-ang TT and Bert Nielsen's Fleischman layout which won the best model railway award. Lionel Keen had a large trade display which won best trade stand, while Dave Jenkins' warehouse was absent from this year's show. The Live Steam Esmerelda was again in action giving joy to children and those who liked coal smoke. The SCMRA Circle

layout was also featured with the Tyco Chatanooga Choo-Choo running non-stop as usual. Many enquiries were received concerning the AMRA Queensland Branch 1983 Exhibition, and many new displays seem certain. One will be the QSMEE whose live steam models are always a popular attraction.

Meanwhile back at the Clubrooms, progress on the Branch system has been doing very well. Recent developments are in scenery, trackwork and electrical. Member Don Warn (Station Master at Landsborough) is working on some timetables for the layout. CTC has taken over most of his work nowadays and his timber station building may soon collapse in a pile of dust the way the trains now

speed through the station. It's only a few months to our annual Model Railway Exhibition to be held on the Labour (May) Day weekend - 30 April, 1 and 2 May 1983. Contact the Branch Secretary now for exhibit applications forms:

Bob Mawson
8 Woburn Street
NORTH WOODRIDGE Qld 4114

Photo 3

The Valhalla Express layout built by Terry Paton with assistance from Mike Mawson, Jess and others. The layout is driven by interested persons (mainly children) at Queensland Branch exhibitions and displays.



Railmotor News in Queensland

A fair amount of swapping around has occurred in railmotors recently in Queensland. Those at the Electrification Cavalcade and celebrations in late 1979 would have seen the two red 'Freds' used as inspection cars. These were RM64 'The Bug', a tiny rail car used for small inspection parties, powered by a 30 hp Ford V8 truck engine. Next was a normal 'Red Fred' RM93, a 102 hp Gardiner Rail-

motor which also has been used as an inspection car for the Central Division.

As the 'Gulflander', RM74 is in need of an overhaul, RM93 has been recently overhauled and has been sent up to Cloncurry for transfer by road to the 'Gulf' so that RM74 can be returned to Ipswich for a well deserved overhaul.

Meanwhile, the need for a larger inspection car in the south east became

apparent and recently a member of the 1800 class has been converted for inspection car use. No 1811 was converted and as it was the first car of a four car set, a cab had to be installed at the normal 'Walk Through' end of the car, making it a double-ended unit, similar to the 1900 class. The 1800 class were not considered a great success, yet they were a great improvement over the 'Red Freds' when the 1800s were introduced in 1952. The 1800 class railcars were last in regular service in Central Queensland and cut backs in country services around 1978 left these units with nothing to do since. The 1800s have an unusual power bogie. The wheel base of the power bogie is rather long and the motor sits vertically on top of the bogie - lengthways. When travelling along in an 1800 class with the motor cover panels removed, you can see the motor riding around on the bogie. I thought only Hornby or Lima was allowed to do that?

The new 1800 class inspection car has really turned out to be a case of 'and now for something completely different'. The window arrangement has been slightly changed and the colour scheme of blue sides, a cream roof and yellow lining is certainly different as far as railmotors are concerned.

The only other surviving example of the 1800 class exists on the Normanton-Croydon line 'Gulflander' where extra seating capacity was needed recently for the booming tourist traffic. An 1800 class trailer was painted up in Tuxan Red, yellow lining and silver roof. Although this unit is longer, wider and higher than the 'Red Freds', it is a normal part of the Gulflander nowadays. The Gulflander also operates a motorail service too, and its quite interesting to see the 'Red Fred' Gulflander hauling a much larger, completely different 1800 class trailer followed by a flat car with cars and campmobiles on the motorail service.



Railmotor 1811 nearing completion at Ipswich Railway workshops during rebuilding as a double ended inspection car. This view shows the 'new' cab end, and it's very hard to tell the difference between new and old ends, other than the driver sits on the right at the new end, instead of the middle.

'The Gulflander' would make an interesting and unusual modelling proposition.

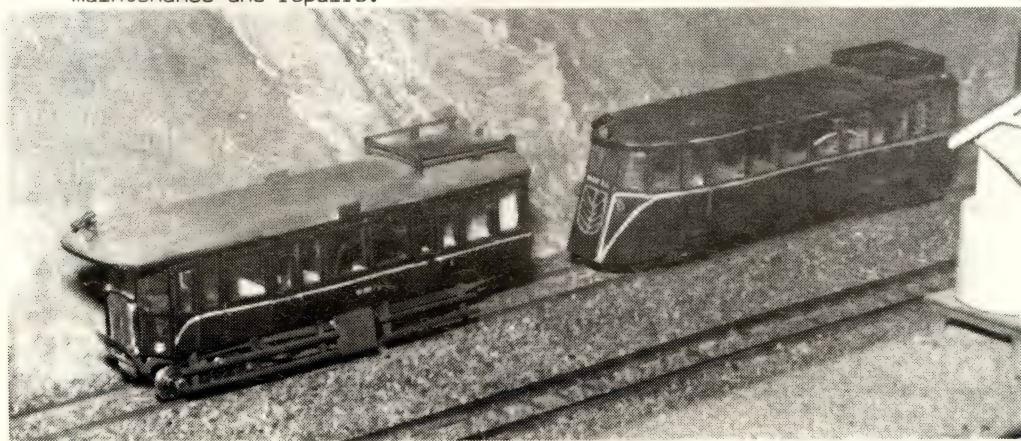
Back in Brisbane, a member of the 1900 class, No 1901 (there are only two in the class) has been seen working the Parcels service around the suburbs. As the new electric trains have no provision for parcels and roadside, an extra working had to be introduced to continue this service. No 1901 has had its baggage section extended to help with this working; however, a diesel electric

loco and vas has been used also.

It was quite amusing to see a 90 ton DEL running around the van at terminuses and junctions. The railcar 1901 is the best suited for this working as both units of this class are double ended, being the only double ended railcars on the system. If you'd like to model a modern QR railcar, the 1900 would be easier, seeing you'd only have to make one.



1901 showing the extended baggage section. These units are of 'Bud' design and are powered by two diesel engines. These are the best riding units on the system; however, the two motors provide double maintenance and repairs.



These two HO $\frac{1}{32}$ QR railmotor models by Peter Sanderson of NSW show the new and the old Gulflanders. The one on the left is No 74 which has been in service on the Gulf for many years, while the one on the right is the same type as RM93, which is soon to replace it. Broadened N scale mechs are used on these models.

SNIPPETS FROM "GREENBOARD"

The following are Parts 2 and 3 of the short series 'MODELLING THE QUEENSLAND RAILWAYS IN THE AMRA', Part 1 of which was published in Journal No 151:

H0n3½ - 3'6" Gauge in H0

by Laurie Woods

H0n3½ - 1/87th - 3.5 mm = 1 foot - 12 mm track

Modelling in the Queensland or any other 3'6" gauge in H0n3½ is, I believe, the only way that the standard gauge and the narrow gauge, 3'6", can be run conjointly on the same layout, but on different tracks, while still modelling in H0, 3.5 mm/ft or 1/87th of the size of the prototype Australian Railways.

The 12 mm track produced by Gem Models became the standard flexible track for those modellers wishing something a little more prototypical on which to run TT (table top) locos and rolling stock manufactured by Triang. Some of the illustrious Brisbane H0 modellers of some years back quickly realised the possibility of taking the mech of the British A1A-A1A and Co-Co diesels as a mech for the Queensland 1200 Class, while the French model Pacific was reasonably close to the BB 18½. The English inter-urban railmotor mechs could also be used for QR railmotors or motorised inter-urbans - this also applies to the more expensive ROCO TT models.

The group of H0n3½ modellers in the Queensland Branch of the AMRA did some sterling work in producing plans of steam and diesel locos and general rolling stock. Some models were built and copies by the rubber mould method and have been continuously used on the Queensland AMRA layout at annual exhibitions.

Bogies have been a problem, but arrangements are in hand for a supply of Bettendorf bogies from an Australian manufacturer. (Interested readers may contact the Queensland Branch of AMRA for details.)

Members have recently successfully narrowed the Athearn SD45 mech and built bodies of the 1550 and 2100 Classes. Warring Geddes' award-winning model of a 2100 Class at the recent Queensland Branch Modelling Competition was a model supreme. Our Branch President also converted a Berliner Bahnen 2-8-2T into a beautiful model of a C17 4-8-0 and it was much admired when seen running on our annual exhibition layout. 'Grapevine' intelligence tells us he is working on the Berliner Bahnen Co-Co diesel as another likely conversion.

The track from Gem is now a bit scarce, but the Bemo track from Switzerland is quite a good system. Bemo also have bogies with metal wheels and the metal wheels run superbly when fitted to the Australian manufactured Bettendorf bogies.

It is evident that we have a number of members who are attempting to promote H0n3½ and assist in production of H0n3½ models, and, therefore, we earnestly request anyone, member or not, who may have any TT or H0n3½ plans, models, mechanism or knowledge that may assist, to contact the Secretary of the Queensland Branch of AMRA.

We are desirous of creating a register of anything that could assist in furthering modelling in H0n3½ in particular, but, if we get enough return, the register will be expanded to cover H0, H0n3, H0n2½, TTn3½ and Sn3½ to assist other modellers, therefore any details, particularly those not readily obtainable, pertaining to any of these gauges would be greatly appreciated.

So much QR modelling has been 'lost' when modellers moved or lost interest, that we hope to revive this interest, get things out into the open and assist QR and general modelling.

*** **

by Geoff Perkins

TIn $\frac{3}{2}$ Scale - 1/120th -

2.5 mm = 1 foot - 9 mm track

A relative newcomer to the modelling scales in TIn $\frac{3}{2}$, using N gauge equipment. The advantages of this scale are the same as for N gauge - longer trains, more layout in a smaller space and a more realistic balance between trains and scenery.

Possibly the main advantage to modelers in this scale is the ability to leave off a lot of the finer detail without detracting from the appearance, due to the fact that it -

- a can't be seen anyway;
- b can't be seen from more than two feet (600 mm) away;
- c is too small to make.

As a result, it is possible to build up a larger collection of rolling stock in a given time than it would be in a larger scale.

Scratchbuilding is almost a necessity as very few proprietary models can be used 'as is', except for bogie tank wagons and some small four-wheel wagons. Styrene is the most suitable material in this scale and construction is somewhat easier than in the larger scales as thinner material can be used, everything is smaller and takes less time.

Bogies for wagons can sometimes be difficult to obtain locally, but are readily available overseas, but PECO four-wheel wagon chassis kits are usually available without trouble. Plans and other drawings in larger scales can be used with dimensions scaled down accordingly.

Steam locomotives are a bit more difficult to model as quite a lot of 'bashing' is required to adapt the proprietary mechanisms to QR outlines, though the Graham Farish products look promising.

Diesel locomotives, however, are relatively easy as only the bodies have to be built. The cheapest and most versatile mechanism is the Model Power/Lifelike Alco RSD 15, which suits all diesels, except the 1400, 1200, 1700, 1720 and DH classes, which are best built

using the Atlas E7 for the 1200, Lifelike SD45 for the 1700/1720 and the Atlas SW1500 for the DH class. Some of these will require the sideframes replaced with the correct pattern and the following are suitable:

For 1150, 1170 and 1600 - use as is class

For 1620, 1300 and 2350 - use Lime Deltic class

For 1250 and 1270 class - use Lime Class 31

For all Clyde/GM types - use Lima FP45

More expensive mechanisms (such as Minitrix) will produce more powerful and smoother running locomotives.

Standard N gauge track is used, but curves should, preferably, be over 12" radius, mainly for appearance.

THAT'S TIn $\frac{3}{2}$ IN BRIEF.....

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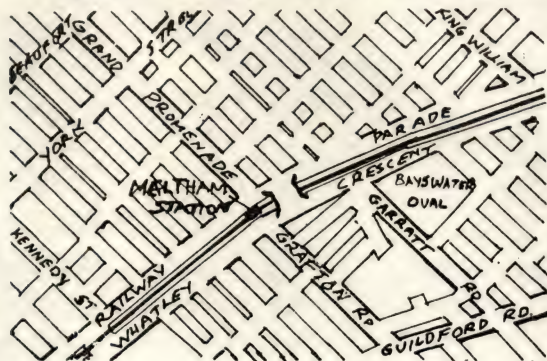
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Western Australian Branch



PRESIDENT'S PIECE

In the last issue of 'Branchline', I made reference to the number of complimentary remarks I had received about the standard of the displays and the professionalism of those manning them. As a direct result, we have received two further invitations, which your Committee has accepted. So out with the diaries and pencils please.

The first is at Karrinyup Shopping Centre - set up on the evening of Wednesday 12 January 1983; the display to be manned throughout the Centre's opening hours 0830 to 2100 Thursday 13 January, 0830 to 1730 hours Friday 14 January, and 0830 to 1300 hours Saturday 15 January, takedown immediately after closing on Saturday. 'Haltwhistle' will be the main feature of this display, supported by the various modules, etc, and there will be plenty of space for the 'active modelling' part, so bring along your latest project and work on it.

My thanks to Henry Brooks for having picked up the initial invitation for this venue.

The second invitation is to Dianella Plaza Shopping Centre. This time during the May school holidays. Set up Wednesday 18 May; the display to be manned from 0830 to 2100 hours Thursday 19 May, 0830 to 1730 hours Friday 20 May, and 0830 to 1300 hours Saturday 21 May, followed by the takedown and return to Meltham. We will probably take the 'N' gauge layout, plus modules, etc, and again there

will be plenty of room to work on your latest project.

It almost goes without saying that without your help and support, it is not possible to participate in these major fund raising projects. As I, and others, have said so many times before, you'll get a great deal of personal satisfaction and enjoyment from participating in these events; you'll also learn quite a lot about the hobby, so get involved. We will need a minimum of five to man the Karrinyup display at all times - volunteers please as soon as possible, it's only eight weeks away. See me at Meltham or phone me on 457 4256.

To all those who assisted in any way whatsoever at the Exhibition, thank you very, very much for a job well done, and for devoting so much of your time to help make the Exhibition so successful. To the lady volunteers who kept the Refreshment Bar running so smoothly, thank you also very much.

If you've recently joined the Association, I bid you welcome on behalf of the Western Australian membership. Make yourself known to other members, don't be afraid to get involved and participate. You may feel that you've only just started in the hobby and have nothing to offer. In fact, nothing could be further from the truth. By getting involved, you will mix with other members who are working on various projects, both Club and private, and that way you will give and receive.

To Paul Kehoe, congratulations on behalf of the membership for a superb layout entered in the Exhibition and for winning the Bill Gardner Cup.

It is not my normal practise to single out individuals for 'pats on the back' for work done, however, I feel justified in making brief mention of one of our backroom boys - Dick Smart - for burning the midnight oil and making such a superb job of the various signs

and posters, etc, for the Exhibition; there were literally dozens of them and really gave a lift to the whole presentation. Thank you, Dick.

DEDICATION

If anyone doubts the dedication of railway modellers, and AMRA members in particular, the following incident should dispel those doubts. TIME - about 8.55 pm Sunday, the final day of the Exhibition.

A group of our members, who had toiled all day on the various stands, followed by the hectic dismantling of the barricades, loading them and all the other paraphernalia necessary for putting on an exhibition on to trailers, finally finishing up on Meltham Station with the job of stacking it all away. For some strange reason, things seemed to have become quite a bit heavier since the Friday's loading which, by the way, was not without incident. Apparently, some well meaning citizen living nearby had thought that the large quantity of material being taken off the station was being pinched and rang the cops who turned up to investigate. However, on seeing the quite formidable credentials of our secretary and treasurer, they went happily on their way - that is if policemen can ever be said to go happily on their way. Meanwhile, back on the platform...the trolley used to carry the barricades finally shed two of its wheels, lying at a somewhat drunken angle, while the rest of its load was manhandled into the clubrooms.

Finally the job was finished about 8.55.. when someone suggested waiting to see the 'Indian Pacific' go through; there wasn't a single dissenting voice. Five minutes later, the station shook and vibrated as the long train passed through. The small party went their respective ways, tired, hungry, but happy. I rest my case.

Cock Robin

PROGRAM

FEBRUARY

7	Mon	'Locomotives of the Southern Railway and Models Thereof' (Note 1)
12	Sat	General Club activities
16	Wed	Slide night
21	Mon	General Club activities
26	Sat	General Club activities

Note 1

Alan Porter will give another talk from his apparently never ending series of 'Locomotives of the XYZ Railway and Models Thereof' - this time it's about the Southern Railway (the Pommie one, that is).

Times of meetings as follows:

Mondays and Wednesdays - 8 pm
Saturdays - 2 pm

The rooms will be open at least 15 minutes prior to starting time. All meetings will be held at the Clubrooms upon Meltham Station, unless otherwise stated.

THE 1982 EXHIBITION REPORT

The eighth annual Model Railway Exhibition organised by the Branch was held over the weekend of 30 and 31 October and was, I believe, the best yet if measured in terms of the quality of the displays. There were 15 different operating model railways in nine different scales/gauges. There was also good support from the associated railway oriented societies and from the model railway shops, of which there were a couple of new ones.

The most popular exhibit, as determined by public vote, was, once again, Roger and Maureen Williams' N scale representation of an Alpine location - this year it was a different Alpine location to that of the past three years! They gained 265 of the 752 votes cast (35.3%) and were followed by Les Hayter's 'York' (13.6%), the Fremantle and Districts Model Railway Association's 16.5 and 9 mm gauge layouts (10.8 and 10.4%, respectively), and a number of others making up the other 30% (AMRA's 'Haltwhistle' was

one of these with 3.7%).

The Bill Gardner Cup for the best model of a railway was won by Paul Kehoe's 'Ashton' in EM gauge. This gained 411 points out of a possible 500, and was very closely followed by 'York' with 407 points. Close behind 'York' was Simon Mead's HOn3 (382), 'Haltwhistle' (377) and John White's On3 (367). 'York' was the best from the points of scenic quality and quantity, track plan and obedience to prototype, and authenticity and realism. Paul Kehoe's layout was best from the points of dependability of basic operation and of additional operating features, such as shunting, etc. The closeness of the results illustrated vividly the extremely high quality of railway modelling which is now happening in Perth and WA generally.

Once again, the Exhibition, being held on only two days was down on numbers compared with those achieved over three-day weekends in the past. The paid attendance was 3933 compared with 3943 last year. However, AMRA's profit this year is up, due to the higher admission charges and a tighter expenditure budget. Final figures are not yet available, but it seems that we will do better than last year. Obviously the AMRA Committee will be giving consideration to whether to carry on with two-day exhibitions in the future or whether to go back to the old type three-day shows. If this is to be the case, then the only convenient weekend available is the June 'Foundation Day' weekend. Unfortunately, we cannot get the South Perth City Hall for the June long weekend in 1983.

My personal thanks go to all those who helped in varying degrees in putting on the Exhibition - the AMRA members who put their layouts in, the AMRA members who helped out before, during and after the show and the members who helped me in the organisation and the preparation - Dick Smart, Paul Kehoe, Chris Gorring and Ted Thoday.

Alan Porter
Exhibition Co-ordinator

HAVE YOU SEEN.....

'Model Railway Constructor' for August - Part 17 of the series 'building a layout', Signalling (3) explains the prototype signal locations and the signal meanings. How to build 'merry go round' hoppers, together with some prototype information. Part 3 of J D Smith's series on the performance of locomotive mechanisms. Plans for GNR twin articulated suburban coaches. Lineside lorries a very interesting article on the construction of road vehicles, something most layouts appear to lack.

'Model Railway Constructor' for September contains plans for a Caledonian Railway 10 ton van. Prototype information on lineside huts. More on layout planning. Prototype and modelling information for the BR Class 25 Diesel locomotive. An article on the wiring of turnouts, both 'live' and 'dead' frog. More plans of the GNR twin articulated sets. Something we should all have - a self-propelled track cleaning unit. Model building construction part 9 - tiles and slates. Signalling (4) follows on with the functions of the lever frame and interlocking.

'Model Trains' for June should be read by anyone contemplating Zero 1 or the HM 5000 systems of controller. The article shows how to fit and code the modules, with practical instructions and photos on fitting to various locos. Dave Larkin has a look at early mineral wagons of British Railways, lots of prototype information and numbers. 'Street Life' is an article any one who has 'people' on their layout should read, digest, and act on. It shows how to carry out some pretty drastic surgery on plastic people to alter their poses and make appear to be something they were never intended to be. Your reviewer, who is not known for his artistic abilities, tried a couple of 'operations' with some success, enough for him to have another go. Who said that ladies can't, or don't, build locomotives from kits? Barbara de Terry does, and writes about her efforts with a DJH kit of a

Maunsell H15.

'Locomotives Illustrated' No 31 - MR (LMS) 0-6-0 locomotives. This issue covers the 2F, 3F and 4Fs. A potted history from inception to final breaking up, together with numbering and other details, plus lots of good photographs, just the thing for the modeller of this series of prototypes.

The Australian Railway Historical Society's 'Bulletin' for September. The major article is an illustrated detailed history of the Dining Cars operated by the WAGR from the turn of the century to the demise of narrow gauge passenger trains which offered this facility.

'Model Trains' for July is worth reading for the reviews of a new range of Wills Finecast white metal scene accessories - perhaps 'clutter' would be a better description. The range reviewed consists of a horse-drawn plough, fruit picking ladder, barrels, sacks, milk churns, etc. This review is followed by another of the products of Scale Link which appear to be similar, but different, such things as a horse trough and drinking fountain, pumps and taps, and for those modellers of the Australian scene the wind driven water pump might be worth more than a cursory look. There's also a potted history of British Railways diesel multiple units, including the HDST and APT with photographs of representative of the major classes. Part 2 of Dave Larkin's prototype information is included. There's also a very interesting article on modifying the Hornby footbridge kit to make a GWR model.

'Scale Trains' in their August edition broke new ground, they have a 'centre fold' - a coloured accurately scaled 4 mm model of a prototype warehouse to be cut out and used on your layout, full instructions are given as well. There is also a rather long article on 'fine scale 4 mm modelling', which follows into how to convert 'simply' a number of locos and vehicles to 'EM'. If you're thinking of changing, this article is almost a must. This magazine is packed

with good articles, too many to mention individually.

'Scale Trains' for September starts with prototype information and photographs on the BR 9F 2-10-0s and follows into an article on giving the Hornby model a quick facelift, which really makes it look different. If you suffer a space problem on your layout, then a traverser may be the answer, several different arrangements and designs are shown in another article. This magazine also has just about something for everyone - Hornhook couplings, model railway photography, the next centre fold, a LSWR goods receiving depot at Plymouth, ready printed to cut out and make. Detailing Cooper Craft GWR wagon kits, American cabooses (cabeese?) - prototype information and photos, and if trams are your thing, there's an article on building a toastrack.

'Model Railways' for October is so packed with information articles that it is very difficult to know what to leave out in this brief mention. However, 16 mm scale outdoor railways, industrial and other traffic, signalling at Buckingham, radio controlled trains, the Mersey Railway, Iain Rice's motor survey part 4 - transmissions, are some of the topics covered.

The November issue of 'Model Railways' gave me a similar problem. Jack Wheldon reviews a 7 mm scale live steam kit. Iain Rice builds a cast white metal kit of a GER R24R (LNER J69) the section that really fascinated me was his description of the fitting of the Mike Sharman Flexichas and what it does for better running. More on the Mersey Railway model. 7 mm scale loco building and more.

'Railway Modeller' for October shows how to get light round corners, and into places you would never imagine you would want to take light. How? - with fibre optics. Ever thought of changing a Mallard into a 'Hush Hush'? Dave Kitson shows you how to take a Hornby Mallard, perform some surgery and make a 'Hush Hush'.

The November issue of 'Railway Modeller' contains prototype information and conversion details of BR's English Electric Type 1 Bo-Bo, later known as Class 20. Brian Huxley describes various conversions for GWR flat wagons. Prototype information on Duffield Station (LMS) and how the model was built.

'Railroad Model Craftsman' for July and August for an in-depth article on 'How to Choose an Airbrush' and a full review of all the Airbrushes and Accessories available on the American market.

The October 'Railroad Model Craftsman' for an easy to assemble gauge to figure grade percentages. The gauge is based on a spirit level and it allows you to find out what grade percentage already exists on your layout and to adjust the grade to the desired percentage during construction.

NEW BOOK

'HOTHAM VALLEY TOURIST RAILWAY' - GUIDE BOOK

Compiled by L G Watson and J C Purcell and published by the Hotham Valley Tourist Railway - Cost \$1.20

Available from Pearces Model Railway and Hobbies - Perth, WA

This 20-page booklet is profusely illustrated, including colour photos on the cover pages and is printed on gloss paper which allows for good quality reproductions of all the photos.

This booklet will be of interest not only to the patrons of the railway, but to modellers and others who have an interest in the railways of WA.

Included in the book are chapters dealing with the history of the branch line from Pinjarra to Narrogin, a description of the route and brief histories of all the locos and rolling stock operated by the railway.

The section dealing with the rolling stock will be especially welcome by model-

lers of the WAGR as such information is not generally readily available.

The fact that many of the photos, some of historical interest and have not been previously published, makes the booklet of even greater interest to the student of the railways of WA.

WHITE METAL KITS

by Paul Kehoe

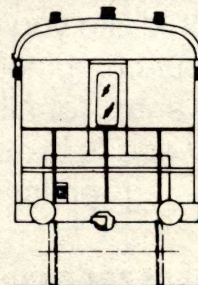
I recently encountered a number of problems with a white metal kit from K's. The problems were basically those of poor fit between the various parts, severe enough to warrant considerable filing and/or filling.

I contacted K's and received advice from them (very promptly, I may add), the gist of which was as follows:

- 1 Considerable shrinkage of parts is not common, but is not unknown.
- 2 The centrifugal casting methods employed cause a variable shrinkage rate of between $\frac{1}{2}$ and $1\frac{1}{2}\%$, but allowances are made for this in the production process.
- 3 If two items should match and don't, then the smaller one is at fault - white metal cannot expand.

K's also indicated that they would replace faulty parts by return of post, and my experience suggests that they really do mean 'return of post'!

Although not specified, it is presumed "K's" refers to kits from N & K C Keyser Ltd, England - Ed



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